Governments SANBAG Working Together

San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE I

■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 21

Date: January 6, 2010

Subject: Award Construction Contract No. C10007 for Interstate 10 Riverside Avenue Interchange (Project)

Recommendation:* Award Construction Contract No. C10007 to lowest responsible bidder for the I-10 Riverside Avenue Interchange Project.

Background: **This item provides for award of a new contract based on the competitive low bid process.** Bids were opened for the Interstate 10 Riverside Avenue Interchange construction project on November 12, 2009. The engineer's construction cost estimate is approximately $22.81 million. With supplemental items, agency furnished items and contingency, the engineer's estimate of total project is $23.63 million.

SANBAG received eleven (11) bids from prime contractors ranging from $16,562,156.41 to a high of $21,393,766.00 (Exhibit A). The low bid was submitted by C. C. Myers, Inc. and does not include supplemental, agency furnished, and contingency costs. The Contractor's bid is still under evaluation for verification of responsiveness.

In preparation for a prompt award of this contract, staff requested and received approval to take this item directly to the Board at the Major Projects Committee on October 7, 2009. In addition, the escrow agreement between SANBAG and

*

Approved
Board of Directors

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

BRD1001n-gc
Attachments: BRD1001n1-gc

the City of Rialto was approved by the Board on November 4, 2009. Presently, the evaluation of the Contractor's bid documents is expected to be completed before the January Board meeting. SANBAG staff intends to produce a revised agenda item providing the conclusion of the bid submittal evaluation.

Financial Impact: Item is consistent with the SANBAG Fiscal Year 09/10 Budget. TN 83810000.

Reviewed By: Approval to take this item directly to the Board was approved by the Major Projects Committee on October 7, 2009. SANBAG Counsel has reviewed and approved the draft contract as to form.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

BRD1001n-gc
Attachments: BRD1001n1-gc

SAN BERNARDINO ASSOCIATED GOVERNMENTS
I-10 FRWY / RIVERSIDE AVE INTERCHANGE
CONTRACT C10007 - BID DATE NOVEMBER 12, 2009

BID COMPARISON SUMMARY

RANK	CONTRACTOR	TOTAL BID ($)
1	CC Meyers	$16,562,156.41
2	Security Paving	$17,008,307.00
3	Balfour Beatty	$17,034,591.00
4	Ortiz	$17,279,345.00
5	Beador	$17,616,700.00
6	MCM	$18,249,878.00
7	FTR	$18,730,099.10
8	SEMA	$18,984,730.00
9	Riverside Construction	$19,537,725.00
10	Powell	$19,772,795.00
11	Diablo	$21,393,766.00

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TRANSPORTATION MEASURE I

■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 22

Date: January 6, 2010

Subject: Funding Agreement with the Department of Energy (DOE) for the J.B. Hunt Alternative Fuel Project.

Recommendation:* 1. Execute Funding Agreement No. R10-118, with the DOE, for $9,950,708, for the J. B. Hunt Alternative Fuel Project, for the period of December 23, 2009 through December 22, 2013, as outlined below in the Financial Impact Section;

2. Direct the Executive Director or her designee, to submit all DOE contract materials and attachments, electronically, on behalf of SANBAG and per DOE contractual procedures/requirements; and

3. Authorize the Executive Director to approve administrative changes to the DOE Scope of Work, Work Program and/or budget, that are minor in nature and do not change the project scope or the DOE funding commitment.

Background: On August 26, 2009, Vice President Biden, along with DOE Secretary Chu, announced that SANBAG was successful in receiving funding from the Clean Cities' Fiscal Year (FY) 09 Petroleum Reduction Technologies Projects for the Transportation Sector, as part of the American Recovery and Reinvestment Act of 2009 (ARRA). The following week, the California Energy Commission (CEC) announced that SANBAG was a recipient of an Assembly Bill 118 grant award, created and designed specifically to provide match funding to the DOE Clean Cities grant. These two grants total $19.26 million and will be used towards the transition of 262 tractor/trailer vehicles to natural gas, the construction of two natural gas fueling stations, facility modifications,

*

Approved
Board of Directors

Date: *January 6, 2010*

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

BRD1001a-MMK.doc
Attachments: R10118.pdf

administration, training, education and outreach. The $43 million project involves the participation of several key stakeholders, including J.B. Hunt, The Partnership (known as TP, acting as the Southern California Clean Cities Coalition), Gladstein, Neandross & Associates (GNA) and the City of San Bernardino. To implement this project, J.B. Hunt, GNA and TP will serve as contractors to SANBAG and each report directly to SANBAG. TP will provide outreach in conjunction with their Clean Cities Activities (requirement of the DOE grant). GNA will provide technical assistance to vehicle selection and delivery, facilities modifications and the development and construction oversight of the two fueling stations. GNA will also provide administrative support to SANBAG, due to the project complexity and stringent CEC and DOE reporting requirements. J.B. Hunt will be responsible for the purchase and operations of the natural gas vehicles, modifications to their maintenance facilities, as well as construction and operation of the two natural gas fueling stations.

Because this is a new grant program created by the ARRA, the DOE and grantees have worked through many contractual and funding issues prior to contract execution. One complicating factor, is the majority of the State and Federal funds will be passed through to the private sector (J.B. Hunt); therefore, assurances must be in place that J.B. Hunt is ready and willing to comply with all complex Federal and State requirements. To proceed with the project, not only must the DOE and CEC funding agreements be executed, but also the three agreements for expenditures (J.B. Hunt, GNA and TP) and the DOE and CEC requirements incorporated into those agreements. The DOE funds must be "obligated" by the end of calendar year 2009. However, the CEC funding approval timeline will be at least six to eight weeks beyond the DOE funding obligation deadline. In addition, the three sub agreements cannot be executed until the CEC contract terms are final.

To implement the project and so SANBAG does not loose the DOE funding, Staff requests immediate approval of the DOE revenue contract (please refer to Exhibit 1). CEC and the contractors (J.B. Hunt, TP and GNA) have copies of this contract and have agreed to abide by the contract's budget, and terms and conditions. Note there is no signature line for the SANBAG President anywhere in Exhibit 1, as the ARRA funding agreements are submitted electronically, and DOE does not require a hardcopy signature (see Recommendation No. 2 above).

Once the DOE agreement and attachments are submitted and obligated, any future changes/amendments to the project will be handled administratively by DOE staff. These types of changes will be administrative in nature, and would not impact the overall program goals and/or budget. For example, future changes could include requesting DOE approval to refine the exact address of the alternative fueling stations (several locations have been proposed, and J.B. Hunt

is in the process of finalizing), using a different engine/chassis configuration during the second phase due to newly certified engines that are being manufactured and reallocating funds between tasks. Again, all of these are merely examples of the types of administrative amendments to the scope and budget that do not impact the overall terms and conditions and will be handled administratively by DOE. Because of the tight timeline for implementation on this project, and so that a formal SANBAG amendment process (which would require Committee and Board approval) does not delay project implementation, Staff requests that these types of minor administrative changes to scope, work program and budget be approved by the Executive Director and submitted to the DOE for processing and approval.

Since the DOE considers this a procedural matter on SANBAG's part and there is no appropriate place to incorporate this procedure into the DOE terms and conditions contract template, Staff requests that this administrative amendment procedure be documented by SANBAG Board approval and specific to the J.B. Hunt project.

Since the CEC and sub agreements are not in place at this time, Staff will be bringing back to the Board approval for those agreements once they are final. Although the DOE will have 'obligated" the ARRA funds prior to those contracts being executed, the DOE understands that SANBAG cannot begin the project and issue a notice to proceed until all five contracts are in place. When the Board reviews/approves those contracts, Staff will also bring forward a budget amendment to amend the revenues and expenditures into the FY 2009/2010 SANBAG Budget.

Financial Impact: Staffing and expenses to prepare contracts associated with this project, are included in the FY 2009/2010 Budget - Task Number 81210000. Funding: Measure I Transportation Management and Environmental Enhancement funding and Local Transportation Funds, Planning. Funding to recognize the DOE funding, as well as related expenditures, will be amended into the FY 2009/2010 Budget at a future SANBAG Board meeting when the agreement with the CEC and three expenditure Agreements are presented for review and approval.

Reviewed By: This item had no prior Policy Committee Review. This item was reviewed by SANBAG Legal Counsel.

Responsible Staff: Michelle Kirkhoff, Director of Air Quality/Mobility Programs

SANBAG Contract No. R10118
by and between San Bernardino Associated Governments and
The Department of Energy
for J.B. Hunt Alternative Fuel Project

FOR ACCOUNTING PURPOSES ONLY

☐ Payable ☒ Receivable	Vendor Contract # _____ Vendor ID DOEWV	Retention: ☐ Yes ____ % ☐ No	☒ Original ☐ Amendment

Notes:

Original Contract:	**$9,950,708**	**Previous Amendments**	**$ ____**
		Previous Amendments Contingency / Allowance Total:	**$ ____**
Contingency / Allowance Amount	**$ ____**	**Current Amendment:**	**$ ____**
		Current Amendment Contingency / Allowance:	**$ ____**

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ▶ $ 9,950,708

* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.

▼Include funding allocation for the original contract or the amendment

Main Task/ Project	Level 1	Level 2	Cost Code/ Object	Grant ID/ Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt
812	000	000	Varies	81086	DOE ARRA Funds	$9,950,708

Original Board Approved Contract Date:	1/6/10	ContractStart:12/23/09	Contract End:12/22/13
New Amend. Approval (Board) Date:	_____	Amend. Start: ____	Amend. End: _____

Allocate the **Total Contract Amount** or **Current Amendment** amount between **Approved Budget Authority** in the current year and **Future Fiscal Year(s) Unbudgeted Obligation.**

Approved Budget Authority ▶	Fiscal Year: FY 0910 $ 3,130,000	**Future Fiscal Year(s) – Unbudgeted Obligation ▶**	$6,820,708

☐ Budget authority for this contract currently exists in Task No. _____ (C-Task may be used here.)

☒ A budget amendment is required-however, will not be brought to Board until other contracts are in place. Funds will not be expended until that approval take s place.

CONTRACT MANAGEMENT

Check all applicable boxes:

☒ Intergovernmental ☐ Private ☒ Federal Funds ☐ State/Local Funds

☐ Disadvantated Business Enterprise (DBE) ☐ Underutilized DBE (UDBE)

Task Manager: Michelle Kirkhoff	**Contract Manager**: Maria Model
Task Manager Signature — Date: 12/17/09	Contract Manager Signature — Date: 12/17/09
Chief Financial Officer Signature — Date: 12/17/09	

R10118
81210000
Finance will not process any payments without budget authority and properly executed contracts.

R10118

Applicant Name: San Bernardino Associated Governments

Award Number: DE-EE0002173

Budget Information - Non Construction Programs

OMB Approval No. 0348-0044

Section A - Budget Summary

Grant Program Function or Activity	Catalog of Federal Domestic Assistance Number	Estimated Unobligated Funds		New or Revised Budget		
		Federal	Non-Federal	Federal	Non-Federal	Total
(a)	(b)	(c)	(d)	(e)	(f)	(g)
1. Recovery Act - J.B. Hunt LNG Truck Project	81.086			$9,950,708	$33,007,290	$42,957,998
2.						$0
3.						$0
4.						$0
5. Totals		$0	$0	$9,950,708	$33,007,290	$42,957,998

Section B - Budget Categories

6. Object Class Categories	Grant Program, Function or Activity				Total (5)
	Federal	Cost Share			
a. Personnel	$42,012	$0			$42,012
b. Fringe Benefits	$19,078	$0			$19,078
c. Travel	$5,372	$0			$5,372
d. Equipment	$0	$0			$0
e. Supplies	$0	$0			$0
f. Contractual	$9,866,708	$33,007,290			$42,873,998
g. Construction	$0	$0			$0
h. Other	$0	$0			$0
i. Total Direct Charges (sum of 6a-6h)	$9,933,170	$33,007,290			$42,940,460
j. Indirect Charges	$17,538	$0			$17,538
k. **Totals** (sum of 6i-6j)	$9,950,708	$33,007,290			$42,957,998

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Exhibit 1

7. Program Income					$0

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Prescribed by OMB Circular A-102

Section C - Non-Federal Resources				
(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) Totals
8. CEC: Alternative and Renewable Fuel & Vehicle Technology Program	$0		$9,307,344	**$9,307,344**
9. J.B. Hunt	$0	$0	$23,699,946	**$23,699,946**
10.				**$0**
11.				
12. **Total** (sum of lines 8 - 11)	$0	$0	$33,007,290	**$33,007,290**

Section D - Forecasted Cash Needs					
	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th quarter
13. Federal	$6,821,655	$0	$3,320,194	$2,102,171	$1,399,290
14. Non-Federal	$22,808,705	$0	$12,151,103	$6,872,062	$3,785,540
15. **Total** (sum of lines 13 and 14)	$29,630,360	$0	$15,471,297	$8,974,233	$5,184,830

Section E - Budget Estimates of Federal Funds Needed for Balance of the Project				
	Future Funding Periods (Years)			
(a) Grant Program	(b) First	(c) Second	(d) Third	(e) Fourth
16. Federal	$3,129,053			$0
17. Non-Federal	$10,198,585			$0
18.				
19.				
20. **Total** (sum of lines 16-19)	$13,327,638			$0

Section F - Other Budget Information

ASSISTANCE AGREEMENT

1. Award No.	2. Modification No.	3. Effective Date	4. CFDA No.
DE-EE0002173		12/23/2009	81.086

5. Awarded To	6. Sponsoring Office	7. Period of Performance
SAN BERNARDINO, COUNTY OF Attn: MICHELLE KIRKHOFF 1170 W. 3RD ST., 2ND FLOOR SAN BERNARDINO CA 924101715	U.S. DOE/NETL Morgantown Campus 3610 Collins Ferry Road PO Box 880 Morgantown WV 26507-0880	12/23/2009 through 12/22/2013

8. Type of Agreement	9. Authority	10. Purchase Request or Funding Document No.
[X] Grant [ ] Cooperative Agreement [ ] Other	31 USC 6304, See also Page 2 10 USC 2358	10EE000926

11. Remittance Address	12. Total Amount	13. Funds Obligated
SAN BERNARDINO, COUNTY OF Attn: MICHELLE KIRKHOFF 1170 W. 3RD ST., 2ND FLOOR SAN BERNARDINO CA 924101715	Govt. Share: $9,950,708.00 Cost Share : $33,007,290.00 Total : $42,957,998.00	This action: $9,850,708.00 Total : $9,850,708.00

14. Principal Investigator	15. Program Manager	16. Administrator
Michelle Kirkhoff mkirkhoff@sanbag.ca.gov	Michael A. Bednarz Phone: 412-386-4862	U.S. DOE/NETL Morgantown Campus 3610 Collins Ferry Road PO Box 880 Morgantown WV 26507-0880

17. Submit Payment Requests To	18. Paying Office	19. Submit Reports To
OR for NETL (Morgantown) U.S. Department of Energy Oak Ridge Financial Service Center P.O. Box 4787 Oak Ridge TN 37831		See Reporting Requirements Checklist

20. Accounting and Appropriation Data

21. Research Title and/or Description of Project
RECOVERY ACT - CLEAN CITIES ALTERNATIVE FUEL AND ADVANCED TECHNOLOGY GRANT PROGRAM

For the Recipient		For the United States of America	
22. Signature of Person Authorized to Sign		25. Signature of Grants/Agreements Officer	
23. Name and Title	24. Date Signed	26. Name of Officer RAYMOND R. JARR	27. Date Signed

Working Copy

CONTINUATION SHEET	REFERENCE NO. OF DOCUMENT BEING CONTINUED	PAGE	OF
	DE-EE0002173	2	30

NAME OF OFFEROR OR CONTRACTOR
SAN BERNARDINO, COUNTY OF

ITEM NO. (A)	SUPPLIES/SERVICES (B)	QUANTITY (C)	UNIT (D)	UNIT PRICE (E)	AMOUNT (F)
	DUNS Number: 782991368 Project Period: 12/23/2009 - 12/22/2013 Budget Period: 12/23/2009 - 12/22/2013 The administrative office (administrative contracting activity) for this award/modification/amendment is 02605. The administrative office (administrative contracting activity) code is needed by the contractor/recipient for reporting to FederalReporting.gov concerning awards made with funding from the American Recovery and Reinvestment Act of 2009 (AARA or Recovery Act). Block 9 Authority: PL 95-91 DOE Organization Act and PL 111-5 American Recovery and Reinvestment Act of 2009 DOE Award Administrator: Angela Bosley 304-285-4149 Angela.Bosley@netl.doe.gov Recipient Business Point of Contact: Michelle Kirkhoff 909.884.8276 mkirkhoff@sanbag.ca.gov ASAP: NO Extent Competed: COMPETED Davis-Bacon Act: YES Payment: OR for NETL (Morgantown) U.S. Department of Energy Oak Ridge Financial Service Center P.O. Box 4787 Oak Ridge TN 37831 Fund: 05794 Appr Year: 2009 Allottee: 31 Report Entity: 220520 Object Class: 41000 Program: 1005109 Project: 2004510 WFO: 0000000 Local Use: 0000000 TAS Agency: 89 TAS Account: 0331				

ATTACHMENT 2-STATEMENT OF PROJECT OBJECTIVES
Recovery Act - Clean Cities Alternative Fuel and Advanced Technology Grant Program
December 2009

A. OBJECTIVES: The objectives of this project are as follows:

1. Increase the use of alternative fueled vehicles and advanced technology vehicles as a means to reduce U.S. dependence on imported petroleum, increase fuel economy and improve emissions.
2. Install infrastructure that supports alternative fuel and advanced technology vehicles.
3. Ensure that vehicles capable of using alternative fuel do so to the greatest extent possible.
4. Provide appropriate training for individuals associated with this project and in the larger community about the benefits of alternative fuel and advanced technology vehicles and provide them with strategies that will help them to maximize these benefits.
5. Collect data on the success of the project through collection of vehicle, infrastructure and training information.

B. PROJECT SCOPE

The recipient and its other project partners will order, receive and deploy approximately 262 Liquid Natural Gas (LNG) trucks in J.B. Hunt's Southern California operations. The recipient will construct two fuel stations to disperse LNG fuel to J.B. Hunt's San Bernardino and South Gate fleet yards. J.B. Hunt's maintenance facilities in these locations will also be retrofitted, as required by code, to allow the indoor repair of LNG trucks. Training will be provided to all personnel involved in the project in order to ensure that all codes, safety requirement and other standard operating procedures are being followed with respect to the safe handling of LNG vehicle fuel. The recipient will work to actively promote the project efforts among key stakeholders throughout the project period and will ensure that all project administration and reporting is completed as required.

This project will achieve the following specific goals:

1. Construct and operate two public accessible LNG Stations;
2. Deploy approximately 262 heavy-duty Freightliner M2 Natural Gas trucks powered by Cummins Westport ISL engine, or an equivalent configuration.
3. Replace over 2.5 million gallons of annual diesel use with 100% domestically produced low-carbon Natural Gas Fuel.
4. Accelerate the replacement of heavy-duty diesel trucks with clean-burning low-emission alternative fuel trucks to stimulate a more aggressive "green" automotive industry in the United States;
5. Demonstrate how alternative fuel transportation technologies can achieve significant petroleum and emission reductions in fuel intensive commercial freight handling applications including regional distribution and intermodal rail yard operations;
6. Support and bolster the regional refueling infrastructure strategy being developed in Southern California through the use of existing publicly-available fueling stations and the development of two new publicly-available stations as part of this project;
7. Provide low-carbon supply chain transportation services to J.B. Hunt's customers such as JC Penny, Target, Sports Authority, Method, Electrolux, Steelcase, Whirlpool, and others;

8. Serve as a model for other commercial heavy-duty trucking companies on how to successfully implement advanced technology alternative fuel programs in large commercial fleet operations;
9. Reduce more than 15.5 million pounds (7,023 metric tons) of greenhouse gas (GHG) emissions per year;
10. Eliminate approximately 2.9 tons of diesel particulate emissions from a large fleet of trucks which operate in low-income and minority communities that suffer from disproportionate impacts from diesel emissions.

C. TASKS TO BE PERFORMED:

Task 1: Project Management and Planning

Subtask 1.1 Revise project SOPO to include details from the negotiation process with the USDOE.

Subtask 1.2 Conduct a project kick-off meeting with all partners to plan and coordinate all project activities. This meeting will include representatives from the partner organizations and will include finalization of the project schedule and coordination of all project-related activities.

Subtask 1.3 Finalize subcontract agreements with project partners.

Task 2: Vehicle Deployment

Subtask 2.1: Seek compliance with NEPA.

Subtask 2.2: Finalize specifications for LNG trucks.

Subtask 2.3: Place purchase order for approximately 30 to 100 LNG trucks upon execution of applicable contracts with project partners (Subtask 1.3). Delivery and deploy trucks within 180 days. Subsequent orders will be placed to take delivery of the remaining LNG trucks between 18 to 24 months from the signing project partner contracts (Subtask 1.3).

Subtask 2.4: Application of appropriate signage to vehicles stating that they are part of a US DOE Clean Cities Award and are powered by an alternative fuel.

Subtask 2.5: Deploy the balance of vehicles after Application of appropriate signage to vehicles stating that they are part of a US DOE Clean Cities Award and are powered by an alternative fuel.

Task 3: Infrastructure Development

Subtask 3.1: Seek compliance with NEPA form and obtain necessary permits.

Subtask 3.2: Complete actions necessary to begin construction of station and retrofit of maintenance facilities. Finalize plans and specifications for proposed LNG fueling stations. Conduct competitive bid process, identify and secure a qualified contractor to provide design & installation for the facility and then a bid for a contractor to provide fueling and maintenance for the facility.

Subtask 3.3: Install Fueling Infrastructure

Subtask 3.4: Application of appropriate signage to fueling infrastructure including all required federal, state and local fuel dispensing information including, but not limited to fuel contents, safety precautions, etc.

Subtask 3.5: Application of appropriate signage to fueling infrastructure stating that it is part of a US DOE Clean Cities Award.

Subtask 3.6: Final start-up and commissioning 18 to 24 months from contract signing.

Subtask 3.7: Hold Ribbon-Cutting Ceremony.

Task 4: Training Development & Delivery

Subtask 4.1 Identify LNG specific training needs of vehicle operators, vehicle technicians, vehicle staff, refueling site supervisors, refueling site staff, and individuals who will use refueling infrastructure.

Subtask 4.2: Develop comprehensive training programs to address needs identified in subtask 4.1. Training will be provided by Truck Manufacturer, Engine Company, Fuel tank supplier, and other key Natural Gas component and fuel suppliers.

Subtask 4.3: Implement training programs for drivers, maintenance technicians, fuelers, and other company personnel in order that everyone involved in the project is trained in the safe and proper handling of LNG vehicle fuel in this fleet application.

Subtask 4.4: Perform on-going identification of additional training needs and hold follow-up training, as necessary.

Task 5: Outreach/Marketing

Subtask 5.1: Provide a plan for project marketing/outreach that informs the public on the progress of this project.

Subtask 5.2: Execution of project marketing/outreach plan.

Subtask 5.3: Documentation of all marketing/outreach conducted.

Task 6: Documentation and Reporting

Subtask 6.1: Monitor performance of vehicles for a period of 24 months after deployment. Documentation of relevant data,

Subtask 6.2: Monitor performance of infrastructure for a period of 24 months after deployment. Document all relevant data.

Subtask 6.3: Document all training provided, attendance at training session(s) and evaluation of training success. Provide DOE with copies of any and all training provided.

Subtask 6.4: Document all marketing/outreach conducted.

Subtask 6.5: Document Clean Cities involvement in project.

Subtask 6.6: Annual reporting of fleet data to local Clean Cities coalition for inclusion in the DOE Annual Survey.

Subtask 6.7: Participate in DOE- or Industry-sponsored merit reviews, peer exchanges, conferences, etc. to provide project updates/lessons learned to ensure that the information and knowledge gained by project participants is shared.

D. DELIVERABLES

Reports and other deliverables will be provided in accordance with the Federal Assistance Reporting Checklist following the instructions included therein.

In addition, the following deliverables are required to be submitted as follows: one electronic copy is required to be submitted to the Contract Specialist and the Project Officer and one hardcopy to the Project Officer only.

- Copies of all training materials developed
- Copies of all marketing/outreach materials developed
- A Project Management Plan shall be provided for review by the DOE Project Officer within 30 days of the award. Updates or verification of the current PMP shall be provided to DOE Project Officer as required or needed

F. BRIEFINGS/TECHNICAL PRESENTATIONS

The Recipient shall prepare detailed briefings for presentation to the Project Officer at the Project Officer's facility located in Pittsburgh, PA, Morgantown, WV or Golden, CO, or at DOE Headquarters in Washington, DC. Briefings shall be given by the Recipient to explain the plans, progress, and results of the technical effort. The first briefing shall be presented within 60 days after the award of the Agreement. Additional briefings shall be presented at least 45 days before completion of a budget period and in conjunction with the continuation application for the next budget period. However in any case, at least one (1) technical briefing shall be made to the DOE per year. The final briefing shall be presented at least 45 days before the award is due to expire. These briefings shall be made at one of the DOE locations (Washington DC/Pittsburgh, PA/ Morgantown, WV/Golden, CO) or at one of the project team sites as appropriate.

In addition, reports shall be developed and delivered as appropriate at Program Merit Reviews, or at technical exchange meetings, which may be organized by DOE.

PROJECT MANAGEMENT PLAN

J.B. Hunt LNG Truck Project:
Made in America

May 2009

WORK PERFORMED UNDER AGREEMENT

DE-PS26-09NT101236-00

SUBMITTED BY

San Bernardino Associated Governments (SANBAG)
1170 W. 3rd St., 2nd Floor, San Bernardino, CA 92410

PRINCIPAL INVESTIGATOR

Michelle Kirkhoff
TEL: (909) 884-8276
http://www.sanbag.ca.gov

SUBMITTED TO

U. S. Department of Energy
National Energy Technology Laboratory

Janet Laukaitis, Contract Specialist
janet.laukaitis@netl.doe.gov

TABLE OF CONTENTS

1. EXECUTIVE SUMMARY

PROJECT OBJECTIVES

San Bernardino Associated Governments (SANBAG) has partnered with J.B. Hunt Transport Services, Inc. (J.B. Hunt), Southern California Association of Governments (SCAG) Clean Cities Coalition, and other strategic project partners to successfully implement the largest heavy-duty (HD) natural gas truck project in the history of the United States. With funding from the U.S. Department of Energy's Area of Interest 4 Alternative Fuel and Advanced Technology Vehicles Pilot Program and the California Energy Commission (CEC) AB 118 Alternative and Renewable Fuel & Vehicle Technology Program, J.B. Hunt will purchase and deploy 262 heavy-duty Freightliner M2 natural gas trucks powered by the world's lowest emission commercially available engine, the Cummins Westport ISL G. J.B. Hunt will also construct two liquefied natural gas (LNG) refueling stations to support its LNG fleet operations as well as the operations of other outside LNG trucks.

This project will achieve the following specific goals:

- Successfully implement the largest heavy-duty natural gas truck project in the history of the United States;
- Replace over 2.64 million gallons of annual diesel use with 100% domestically produced low-carbon LNG;
- Contribute to the maintenance and/or creation of 457 U.S. jobs in regions of the county that have been the hardest hit from the current economic downturn, including direct job impacts in the top five (5) states for highest unemployment rates (Michigan; Oregon, South Carolina, California, and North Carolina);
- Accelerate the replacement of heavy-duty diesel trucks with clean-burning low-emission alternative fuel trucks to stimulate the U.S. manufacturing base and economy and assist in the development of a more aggressive "green" automotive industry in the United States;
- Demonstrate how alternative fuel transportation technologies can achieve significant petroleum and emission reductions in fuel intensive commercial freight handling applications including regional distribution and intermodal rail yard operations;
- Support and bolster the regional refueling infrastructure strategy being developed in Southern California through the use of existing publicly-available fueling stations and the development of two new publicly-available stations as part of this project;
- Provide low-carbon supply chain transportation services to J.B. Hunt's customers such as JC Penny, Target, Sports Authority, Method, Electrolux, Steelcase, Whirlpool, AutoZone; and others;
- Serve as a model for other commercial heavy-duty trucking companies on how to successfully implement advanced technology alternative fuel programs in large commercial fleet operations;
- Reduce more than 15.5 million pounds (7,023 metric tons) of greenhouse gas (GHG) emissions per year;
- Reduce more 169 tons of NOx emissions annually through an accelerated fleet replacement schedule; and,
- Completely eliminate 2.9 tons of diesel particulate emissions from a large fleet of trucks which operate in low-income and minority communities that suffer from disproportionate impacts from diesel emissions.

By any standards, this project will serve as an incredible example of the kind of aggressive alternative fuel deployments needed to meet the nation's ambitious alternative fuel vehicle, petroleum reduction, clean air, GHG emission reduction, job growth, and economic stimulus goals.

J.B. Hunt is accelerating its normal fleet replacement schedule for this project in order to replace as many units as possible, providing surplus criteria pollutant reductions in addition to immediate petroleum

displacement benefits. While J.B. Hunt would typically replace an average of 11 trucks per month in its Southern California operations, to meet the spirit and intent of American Recovery and Reinvestment Act of 2009 ("Recovery Act"), J.B. Hunt will immediately place an order for 100 U.S. manufactured LNG trucks upon award of funds by DOE. J.B. Hunt will purchase and deploy all 262 trucks and two fueling stations over an 18 month to 24 month period from the date of DOE award. The completion date is therefore September 2011, although J.B. Hunt hopes to have its stations operational and as many of these units deployed as possible by December 31, 2010. J.B. Hunt will keep these 262 trucks in operation for 5 years, which is the company's typical fleet replacement cycle.

These ultra-clean alternative fuel trucks will be domiciled at J.B. Hunt fleet yards and dedicated customer facilities throughout Southern California, including San Bernardino (121 units), Ontario (2 units), Fontana (7 units), Rialto (17 units), South Gate (79 units), City of Industry (11 units), Santa Fe Springs (11 units), and Buena Park (14 units). The base location and local distribution routes, throughout the Inland Empire and South Los Angeles regions, are in communities that are heavily impacted by diesel exhaust emissions. Due to the distribution of these 262 units among eight (8) different fleet yards, J.B. Hunt will utilize existing LNG refueling infrastructure in Southern California (many of these stations have been funded by prior DOE funding), in addition to building two new LNG fueling stations in its San Bernardino and South Gate yards with LNG dispensing "outside the fence" for outside users.

In addition to the partnership between SANBAG and J.B. Hunt, other project partners include the SCAG Clean Cities Coalition; CEC; South Coast Air Quality Management District (AQMD); the City of San Bernardino; the City of Commerce; the Interstate Clean Transportation Corridor (ICTC) Project and Gladstein, Neandross & Associates (GNA); and Daimler Trucks North America (DTNA) and Freightliner Trucks. Critically, the CEC has provided a letter of intent to provide $9,307,344 in cost-share funding for this impressive project, selecting this project from among dozens other competitors to provide Recovery Act cost-share support through the California *Alternative and Renewable Fuel & Vehicle Technology Program* (AB 118). This funding will help to offset the incremental cost of the LNG trucks, and provide 50% cost-share for the natural gas fueling infrastructure needed to support these trucks. This project meets critical petroleum reduction, greenhouse gas emission reduction, criteria pollutant reduction and job creation policy goals identified by the multiple public agency project partners outlined above, and each of these organizations is providing its full support to contribute to the success of this exceptional effort.

2. RISK MANAGEMENT

Given the strength of the project team assembled for this important development effort and the many similar successes this team has realized in the recent past, SANBAG believes there is a very low level of risk associated with the development of this project. The project team, including Gladstein, Neandross & Associates, has a tremendous amount of experience in successfully delivering dozens of similar projects to this. In fact, GNA and SANBAG just recently worked to successfully develop a similar LNG/LCNG fuel station project for the City of San Bernardino, a station that will now prove critical to the development of this J.B. Hunt LNG truck project. As well, GNA is working with the City of Commerce to develop a similar LNG/LCNG fueling station; a station that will also support J.B. Hunt LNG trucks operating throughout the region. Both of these stations were developed using a combination of federal funding and local / state funding. The exact same NEPA/CEQA requirements were successfully addressed by the project team in a very efficient manner.

GNA maintains excellent relationships with the permitting officials responsible for the approval of both LNG stations that J.B. Hunt wishes to construct. GNA has successfully developed LNG stations with these officials in the recent past; these relationships will significantly help to ensure the successful development and implementation of this project.

While this is a "shovel-ready" planned project, with an outstanding project team already assembled, precautions will still be taken to identify, analyze and respond to perceived risks associated with the proposed project in order that development can take place on schedule. The risks associated with this project are similar to the dozens of other fuel station projects the team has developed. They are as follows:

1. Unforeseen permitting hurdles that have not already been addressed with permitting officials.
2. Unknown land contamination / clean up requirements at the project site(s).
3. A significant increase in the cost of natural gas a vehicle fuel.
4. Delays in gaining access to the natural gas and/or electric utilities required for this project.
5. Delays, interruption and/or price escalation of the LNG fuel station equipment.
6. Construction delays due to weather and/or labor issues.
7. Labor disputes or delays in producing the LNG trucks, components, or fuel station equipment.
8. A worsening economy.

To mitigate these risks, the project team will utilize well known and reputable contractors and equipment suppliers. The team will utilize bonding and insurance policies as appropriate to further help mitigate this risk.

The project team's existing working relationships and experience working with the local utility providers, permitting officials, equipment suppliers and contractors is probably the single most important element to help mitigate this risk. The development of this LNG fueling infrastructure will bring together a project team that has, and continues to work together on other similar projects. These working relationships will eliminate surprises or uncertainties associated with the development of this project.

3. MILESTONE LOG

	PROJECT MILESTONE	START DATE	DATE COMPLETE
PH. I	T1: Contract Execution	Sept. 2009	Nov. 2009
PH. II	T2: LNG Truck Order / Deployment (100 units)	Nov. 2009	March 2010
	T3: Driver & Mechanic Training	Dec. 2009	May 2010
	T4: LNG Fuel Station Vendor Selection	Oct. 2009	Feb. 2010
	T5: LNG Fuel Station Permitting, NEPA/CEQA	Nov. 2009	April 2010
	T6: LNG Station Construction		
	- LNG Station Equipment Ordered	April 2010	April 2010
	- Site Work / Civil Improvement	April 2010	June 2010
	- LNG Station Equipment Delivered	July 2010	Aug. 2010
	- LNG Station Equipment Installed	Sept. 2010	Feb. 2011
PH. III	T7: LNG Fuel Station Ribbon Cutting	April 2011	April 2011
	T8: Operations, Management and Reporting	Jan. 2011	Aug. 2013

4. MARKETING PLAN

SANBAG, the SCAG Clean Cities, ICTC Project, South Coast AQMD, CEC and J.B. Hunt are excited to share the success stories from this project in order to encourage other companies to make similar, if not even larger, investments in heavy-duty alternative fuel technologies. The project partners will accomplish this through an aggressive marketing plan that will include, but not be limited to the following elements.

- Organize a ground breaking ceremony to commemorate commencement of construction activities for these two LNG fuel station projects. Given the importance of these construction jobs to the

region, such a marketing event will be more important than ever. SANBAG will ensure that this is a notable event and will work to secure as much media attention and participation as possible.

- Upon completion of the LNG fuel station development efforts, SANBAG and J.B. Hunt will organize a ribbon cutting ceremony / press event in order to announce the successful implementation of this U.S. DOE Clean Cities funded effort. SANBAG and J.B. Hunt will invite local elected officials and looks forward to the participation from the U.S. DOE, AQMD, and other project partners.
- SANBAG and J.B. Hunt will also work with industry stakeholders such as the ICTC, NGV America, the California NGV Partnership, the California NGV Coalition and others to promote its LNG fuel stations in fuel station directories and other similar industry publications.
- The project team will develop and maintain a website dedicated to this impressive and important LNG truck project. The website will provide updated information on the success of the project, pictures, resources and information, and related information.
- The project team will develop other website pages for the multiple partners' respective websites to highlight this specific project.
- The members of the team will give presentations at conferences and trade shows about the project.
- The members of the team will place news items and updates in their respective monthly newsletters about the project.
- J.B. Hunt will coordinate with its customers on the petroleum and environmental impact of this project.
- SANBAG and its partners will organize training sessions for first responders, public safety officers, and construction permitting officials to provide first-hand information on successes, pitfalls and safety measures in implementing this project.
- SANBAG and its partners will organize education sessions with other fleet operators on training and education related to LNG trucks, fueling infrastructure, and project success factors.
- J.B. Hunt will include the Clean Cities logo on the vehicles and fueling stations provided funding through this program.

5. FUNDING AND COSTING PROFILE

Provide a table (the Project Funding Profile) that shows, by budget period, the amount of government funding going to each project team member.

FUNDING COST PROFILE

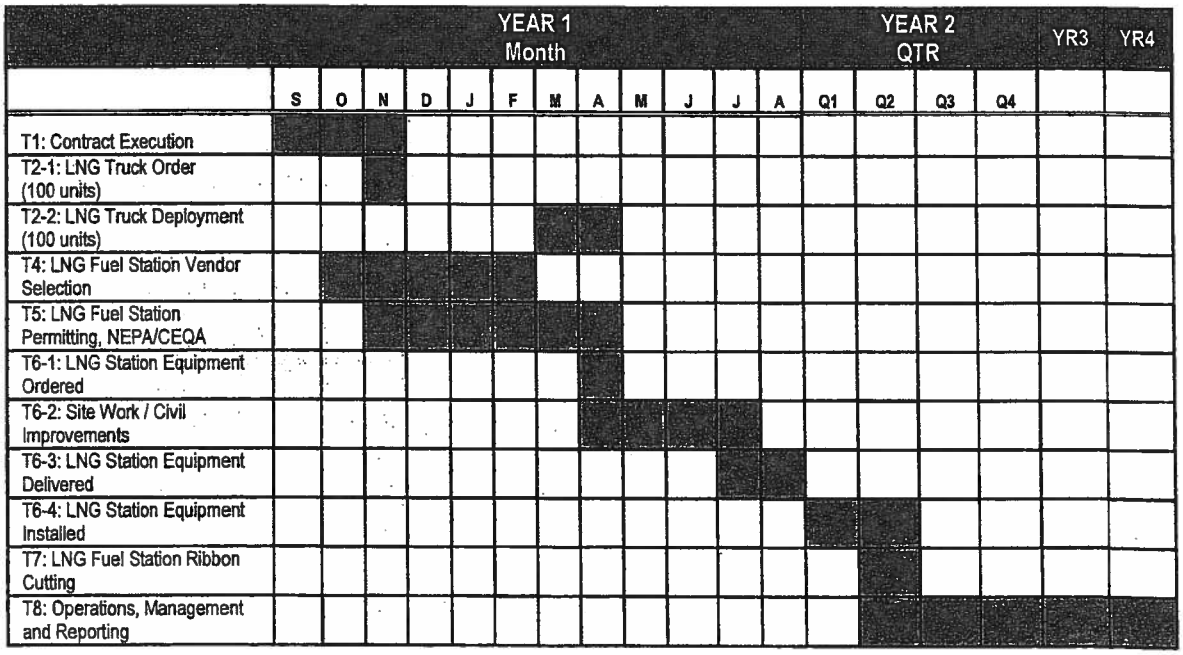
	First Year	Second Year
J.B. Hunt	$ 6,838,655.0	$ 2,788,052.0
GNA	$ 48,000.0	$ 48,000.0
SCAG CCC	$ 12,000.0	$ 12,000.0
SANBAG	$ 21,000.0	$ 21,000.0
Total	**$ 6,919,655.0**	**$ 2,869,052.0**

PROJECT SPENDING PLAN

Project Costing File	J.B. Hunt	GNA	SCAG CCC	SANBAG	TOTAL
October-09	$0.0	$4,000.0	$1,000.0	$1,750.0	$6,750.0
November-09	$0.0	$4,000.0	$1,000.0	$1,750.0	$6,750.0
December-09	$0.0	$4,000.0	$1,000.0	$1,750.0	$6,750.0
January-10	$49,485.0	$4,000.0	$1,000.0	$1,750.0	$56,235.0
February-10	$2,000,559.0	$4,000.0	$1,000.0	$1,750.0	$2,007,309.0
March-10	$1,270,150.0	$4,000.0	$1,000.0	$1,750.0	$1,276,900.0
April-10	$730,409.0	$4,000.0	$1,000.0	$1,750.0	$737,159.0
May-10	$685,881.0	$4,000.0	$1,000.0	$1,750.0	$692,631.0
June-10	$685,881.0	$4,000.0	$1,000.0	$1,750.0	$692,631.0
July-10	$730,409.0	$4,000.0	$1,000.0	$1,750.0	$737,159.0
August-10	$0.0	$4,000.0	$1,000.0	$1,750.0	$6,750.0
September-10	$685,881.0	$4,000.0	$1,000.0	$1,750.0	$692,631.0
TOTAL	**$6,838,655.0**	**$48,000.0**	**$12,000.0**	**$21,000.0**	**$6,919,655.0**

6. PROJECT TIMELINE

Below is a Gantt chart showing the projected time line of the proposed project.



7. SUCCESS CRITERIA AND DECISION POINTS

SANBAG and J.B. Hunt have both already spent a good deal of time reviewing this project and have a good understanding of the criteria required for success and critical decision making points. These milestones are as follows.

Decision Point	Success Criteria	Is this a go/no-go point?
Confirm funding	Funding is available through grants or private sources. A proper amount of pre-engineering can estimate costs within 15% of actual.	Yes
Order LNG trucks	Trucks can be ordered for the original quoted price and delivery timeline is reasonable	No, there are other LNG truck manufacturers that J.B. Hunt could consider if its primary option is unable to deliver.
Final Equipment Layout At Site Selection	"Fence line" LNG Fuel station design concept is confirmed to meeting permitting and zoning requirements. Site is not near sensitive areas.	No, station layout is somewhat negotiable based on fleet, site, permitting and operational needs.
Receive NEPA Programmatic Categorical Exemption	Requirements do not exist or can be met without question.	Yes
Finalize station vendor selection	Review responsive bids utilizing insight from natural gas fleet projects and contractor assistance	No, there are several vendor options to choose from and/or the scope can be reworked to meet the project needs as necessary.
Secure fuel station equipment	In coordination with timeline	No, there are multiple vendor options
Install fuel station equipment	In coordination with timeline	No, there are multiple vendor options should one vendor not be able to deliver a specific piece of equipment
Start up fuel station equipment	In coordination with timeline	No, there are multiple vendor options should the fueling station not work properly at the start.
All station operations work per original bid requirements	Repeated station operations per original station performance requirements.	No, there are multiple vendor options should the fueling station not work properly at the start.

8. STATEMENT OF PROJECT OBJECTIVES

"J.B. Hunt LNG Truck Project: Made in America"

A. OBJECTIVES

SANBAG, in partnership with J.B. Hunt, seeks to implement the largest heavy-duty (HD) natural gas truck project in the history of the United States by deploying 262 heavy-duty Freightliner M2 LNG trucks in its Southern California operations. Two LNG refueling stations will be constructed in San Bernardino and South Gate to support these operations. Funding for this project is from Recover Act of 2009 through the U.S. Department of Energy's Area of Interest 4 Alternative Fuel and Advanced Technology Vehicles Pilot Program ("Clean Cities Program") and the California Energy Commission's AB 118 Alternative and Renewable Fuel & Vehicle Technology Program. The J.B. Hunt LNG Truck Project will: replace 13.19 million gallons of diesel fuel use with 100% domestically produced low-carbon LNG fuel; create and retain 457 domestic green jobs; accelerate the development and sustainability of advanced alternative fuel technology innovation the U.S. automotive sector; significantly reduce NOx, PM and GHG emissions by an incredible 845 tons (NOx), 14.6 tons (PM), and 35,114 metric tons (GHG) respectively; and successfully demonstrate in a very short period of time how clean burning alternative fuels can be used successfully in focused heavy-duty applications to reduce petroleum dependence of the nation, improve air quality, and create jobs and economic stimulus for the United States.

B. SCOPE OF WORK

SANBAG, J.B. Hunt and its other project partners will implement a very concise and efficient scope of work. The project team will order, receive and deploy 262 LNG trucks in J.B. Hunt's SoCal operations and will construct two LNG fuel stations in J.B. Hunt's San Bernardino and South Gate fleet yards. J.B. Hunt's maintenance facilities in these locations will also be retrofit, as required by code, in order to allow the indoor repair of LNG trucks. Training will be provided to all personnel involved in the project in order to ensure that all codes, safety requirement and other standard operating procedures are being followed with respect to the safe handling of LNG vehicle fuel. The team will work to actively promote the project efforts among key stakeholders throughout the project period and will ensure that all project administration and reporting is completed as required.

C. TASKS TO BE PERFORMED

PHASE I – Contracting

Task 1 – Contract Execution (Sept. 2009 – Oct./Nov. 2009): Upon award by DOE, SANBAG will execute a contract with DOE for the requested Recovery Act grant funds. In turn, SANBAG will execute a contract with J.B. Hunt for this project. While not directly associated with this project, J.B. Hunt will also be required to execute an agreement with the CEC for the $9.3 million in AB 118 Program funding committed to this project. This will take place in parallel with the DOE/SANBAG contract execution period. Total contract execution is expected to take 60 to 90 days.

PHASE II – Execution

Task 2 – LNG Truck Order and Deployment (Oct./Nov. 2009 – Feb./March 2010): J.B. Hunt will place a purchase order with DTNA/Freightliner for 100 Freightliner M2 LNG trucks upon execution of applicable contracts. Delivery and deployment of these trucks will within be 150 to 180 days. Subsequent orders for 54 LNG trucks will be placed respectively in January 2010, April 2010, and July 2010 in order that J.B. Hunt

can take delivery of all 262 LNG trucks by December 2010. It is important to note that this is an exceptionally compressed schedule and is a significant acceleration of J.B. Hunt's typical truck replacement schedule.

Task 3 – Driver and Mechanic Training (Dec. 2009 – May 2010): J.B. Hunt will implement a comprehensive training programs for its drivers, maintenance technicians, fuelers, and other company personnel in order that everyone involved in the project is trained in the safe and proper handling of LNG vehicle fuel in this fleet application. Training will be provided by DTNA, Cummins Engine Company, Chart, and other key LNG component and fuel suppliers.

Task 4 – LNG Fuel Station Vendor Selection (Oct. 2009 – Feb. 2010): Upon execution of applicable grant agreements with DOE and CEC, J.B. Hunt will develop and issue an invitation to applicable LNG fuel station providers to submit proposals for this project. This process will seek qualified and cost-effective proposals from companies to supply one or both of the LNG fuel stations. With preliminary station design and specifications already assembled, this bid phase will be implemented fairly quickly. Prospective bidders will be given 45-days to prepare and submit proposals; during this time a job walk will be held. J.B. Hunt will conduct interviews and make final award(s) within 3-days of the proposal submittal date. J.B. Hunt anticipates issuing a purchase order for these LNG stations by February 2009 at the latest.

Task 5 – LNG Fuel Station Permitting Including NEPA/CEQA (Oct./Nov. 2009 – April 2010): Upon notice of award by DOE, the project team will initiate work on the Initial Study (IS) in order to get a jump start on the NEPA/CEQA review process. The goal is to have a Notice to Proceed in time for the selected LNG fuel station contractor to submit permits to the appropriate authorities to allow for the permitting process to be completed by April 2010.

Task 6 – LNG Station Construction (April 2010 – Dec. 2010/Feb. 2011): Assuming permitting is complete by April 2010, the construction of the two LNG fuel stations is expected to take 240 to 300 days. The LNG stations would therefore be operational by December 2010, at the earliest, or by February 2011. The team will likely hold a ground breaking ceremony at one or both sites in April 2010.

Phase III – Operations and Reporting

Task 7 – LNG Fuel Station Ribbon Cutting (April 2011): Upon completion and turnover of the two LNG fuel stations to J.B. Hunt, the project team will organize and hold a large media event and ribbon cutting ceremony to commemorate the development of these important infrastructure projects and delivery of all 262 LNG trucks using Recovery Act funding. NOTE: In order to ensure that all LNG stations are operating properly, the ribbon cutting is typically delayed 60-days from the time of station completion and turnover to the fleet.

Task 8 – Operations, Project Management and Reporting (Jan. 2011 – Aug. 2013): When all 262 LNG trucks are deployed and both LNG stations are complete (expected sometime between Dec. 2010 and Feb. 2011), J.B. Hunt will have fully commenced all operations of this project. At this time, the project team will transition from the execution phase of the project to the operational phase of this project, and SANBAG and J.B. Hunt will commence quarterly reporting to the DOE. Data collection and reporting and will continue for a period of two-years.

D. CRITICAL PATH PROJECT MILESTONES (MILESTONE PLAN/STATUS)

	PROJECT MILESTONE	START DATE	DATE COMPLETE
PH. I	T1: Contract Execution	Sept. 2009	Nov. 2009
PH. II	T2: LNG Truck Order / Deployment (100 units)	Nov. 2009	March 2010
	T3: Driver & Mechanic Training	Dec. 2009	May 2010
	T4: LNG Fuel Station Vendor Selection	Oct. 2009	Feb. 2010
	T5: LNG Fuel Station Permitting, NEPA/CEQA	Nov. 2009	April 2010

	PROJECT MILESTONE	START DATE	DATE COMPLETE
	T6: LNG Station Construction - LNG Station Equipment Ordered - Site Work / Civil Improvement - LNG Station Equipment Delivered - LNG Station Equipment Installed	 April 2010 April 2010 July 2010 Sept. 2010	 April 2010 June 2010 Aug. 2010 Feb. 2011
PH. III	T7: LNG Fuel Station Ribbon Cutting	April 2011	April 2011
	T8: Operations, Management and Reporting	Jan. 2011	Aug. 2013

E. DELIVERABLES

J.B. Hunt will purchase and deploy 262 Freightliner M2 LNG trucks powered by Cummins Westport ISL G natural gas engines. The company will construct two LNG stations that will provide access to non-J.B. Hunt vehicles. J.B. Hunt's San Bernardino LNG station will include two 15,000-gallon LNG storage tanks and four LNG fuel dispensers, while its South Gate LNG station will include one 15,000 gallon LNG storage tank and three LNG dispensers. Both stations will be designed and constructed to allow for future additional LNG storage and/or dispensing capabilities to support continued LNG fleet growth. J.B. Hunt will provide appropriate training to all of its personnel in the proper and safe handling of LNG, repair of LNG engines and systems, fueling, and related technical O&M issues.

The project team will actively promote the project efforts among key stakeholders through the development of a website about the project, the preparation of project information reports, fact and FAQ sheets, media pieces, talking points and presentation materials, and other outreach and education materials as requested. All of these materials can be considered as deliverables for this project. Likewise, SANBAG and J.B. Hunt will submit required deliverables, including period, topical and final reports as required per the "Federal Assistance Reporting Checklist." This will include two years of quarterly reports and a final report at the close of the project. These reports will include, but not be limited to information on LNG fuel use, vehicle mileage and use data, station utilization data, jobs-related data, energy cost savings and environmental improvements, and related information.

E. BRIEFINGS/TECHNICAL PRESENTATIONS

SANBAG / J.B. Hunt and/or its designee will prepare and provide detailed briefings to the DOE at one of the DOE/NETL locations (Wash DC, PA, or WV) on the plans, progress, and results of the technical efforts. The first briefing will be presented in 60-days after the DOE award. Additional briefings will be presented at least 45 days before completion of the budget period and in conjunction with the application of the next budget period. In all cases, at least one technical briefing shall be made to DOE at least once a year. A final briefing shall be presented at least 45 days before the award will expire / contract end date. Project team members will also be available for technical briefings during the project period as requested by DOE.

Governments
SANBAG
Working Together

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TRANSPORTATION MEASURE I

■ San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 23

Date: January 6, 2010

Subject: Regional Greenhouse Gas Inventory and Reduction Plan and Related Environmental Impact Report Contract and Memorandum of Understanding.

Recommendation:* 1) Approve Memorandum of Understanding No. 10144 between SANBAG and the Cities of Adelanto, Big Bear Lake, Chino, Chino Hills, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Victorville, Yucaipa, and the Town of Yucca Valley for the management of and payment for the preparation of a Regional Greenhouse Gas Inventory and Reduction Plan and Related Environmental Impact Report.

2) Approve Sole Source Contract No. C10165 with ICF Jones & Stokes for a Regional Greenhouse Gas Inventory and Reduction Plan for an amount not to exceed $479,040 as identified in the financial impact section. This approval is contingent upon the full execution of Memorandum of Understanding No. 10144.

3) Approve Sole Source Contract No. C10170 with PBS&J for an Environmental Impact Report Related to the Regional Greenhouse Gas Inventory and Reduction Plan for an amount not to exceed $260,554 as identified in the financial impact

*

Approved
Board of Directors

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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Attachments:
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C10144-dab
49010000

section. This approval is contingent upon the full execution of Memorandum of Understanding No. 10144.

4) Approve Budget Amendment to increase Task Number 49010000, Council of Governments New Initiatives, in the amount of $739,594 with $231,160 coming from SANBAG Council of Governments dues and reserves and the balance of $508,434 coming from contributions from participating cities as detailed in the financial impact section and in Exhibit "A".

Background: On August 5, 2009, the Board of Directors authorized SANBAG staff to seek participation of and cost sharing from cities in the Preparation of a Regional Greenhouse Gas Inventory and Reduction Plan and a related Environmental Impact Report. The Board also authorized the expenditure of $225,000 from Task Number 4901000, Council of Governments New Initiatives to help fund this work. Finally, the Board authorized the staff to negotiate directly with the consulting firms of ICF Jones & Stokes and PBS&J as sole source providers to carry out this work.

The Board approved these items in an effort to assist the cities in the County to save money and meet the requirements of AB 32 and SB 375 by building upon San Bernardino County's nearly completed Greenhouse Gas Inventory and Reduction Plan.

Realizing that every other jurisdiction in the County would be faced with addressing greenhouse gas emissions under the provisions of AB 32 and SB 375, the idea was raised to "piggyback" on the work conducted for the County. By using the same consultants and benefiting from the work already conducted for the County, every city in the region could realize significant savings and produce a better and more comprehensive Greenhouse Gas Inventory and Reduction Plan. In addition to taking advantage of the work already completed for the County, by approaching this as a region, each city would benefit from economies of scale as opposed to each city having to conduct their own analysis and plan.

There are a number of other advantages to a regional approach building on the recent work conducted for San Bernardino County.

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1) More competitive for grants – a regional approach will be evaluated much more favorably by state or federal agencies in scoring competitive grants for environmental planning or greenhouse gas reduction plans.

2) SB 375 synergy – this effort is well timed to help us shape our own destiny as the implementation of SB 375 is defined.

3) Transportation analysis only makes sense at a subregional or regional level – it is no surprise that a significant source of greenhouse gas is related to transportation and it is very difficult for any single agency to account for and model these impacts without looking at the broader region.

4) CEQA streamlining – use the regional plan and its EIR to provide a consistent and legally defensible way for future projects to streamline CEQA analysis of climate change impacts for their specific projects.

5) Promote job growth – CEQA streamlining and the other work associated with this plan will make compliance easier with other state agencies for those developing projects in our region. This could give us a competitive advantage over areas that have not created a regional plan and help encourage investment as the economy recovers.

SANBAG staff asked each City whether they were interested in participating in this effort and sharing the cost. Nineteen cities responded that they wanted to participate in the effort. Based on this level of participation the consultants revised their original cost proposal for this work down to $739,594.

We are recommending that SANBAG participate in this effort by underwriting $231,160 of the cost. This is $6,160 more than was originally requested to cover an optional work item for the consultant to draft the Findings of Fact and Statement of Overriding Considerations for the Environmental Impact Report.

It is appropriate that SANBAG, as the Council of Governments, participate in this matter of regional concern and encourage coordinated planning when the region benefits. By helping to coordinate this effort, SANBAG is fulfilling its role as a Council of Governments and is practicing sound and efficient regional planning. Greenhouse gas emissions don't respect city limits and a regional approach to the issue makes more sense than each individual agency taking on the burden and duplicating the efforts of its neighbors. Additionally, SANBAG has a role to play

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in the implementation of SB 375 and this effort would better enable SANBAG to fulfill that role.

The rest of the costs would be shared using the distribution shown in Exhibit A. This distribution takes the balance of the cost and divides half of it equally among every participating city. This recognizes that there is a certain amount of work that is required for any agency regardless of size. The other half would be split using a per capita formula to account for the differences in the size of each participating community.

Memorandum of Understanding No. 10144 with the participating cities memorializes the financial contribution expected and lays out the foundation for how the work will be managed. SANBAG staff will serve as program manager but the participating cities will have a role in helping to review the project at certain milestones to insure that the interests of the whole region are being met.

Sole Source : A major reason for undertaking this regional approach was to realize cost savings by building on the work already completed for the County of San Bernardino. This is why the Board authorized SANBAG staff to negotiate directly with ICF Jones & Stokes and PBS&J as sole source providers to complete the Greenhouse Gas Inventory and Reduction Plan and the related Environmental Impact Report. These firms are specifically requested as sole source providers as they performed all of the work for San Bernardino County. As mentioned earlier, taking advantage of this prior work will mean that we can benefit from reduced costs. The methodology used and some of the data collected for the County's effort could be used for this work. Another consulting team would not have the benefit of this prior work and we would not have the same savings benefit.

Staff is recommending approval of Sole Source Contract C10165 with ICF Jones & Stokes for an amount not to exceed $479,040 to complete the items in the attached scope of work (Exhibit B). This approval is contingent upon the full execution of Memorandum of Understanding No. 10144.

Staff is also recommending approval of Sole Source Contract C10170 with PBS&J for an amount not to exceed $260,554 to complete the items in the attached scope of work (Exhibit C). This approval is contingent upon the full execution of Memorandum of Understanding No. 10144.

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C10165-dab
C10144-dab

Financial Impact: The total cost of the project will be $739,954. The Fiscal Year 2009/2010 budget for Task Number 49010000, Council of Governments New Initiatives, has an appropriation of $415,941 for "Contributions/Other Agencies" and a budget amendment of $324,013 is required. The $739,954 will be funded with $508,434 in contributions from participating cities per the terms in Memorandum of Understanding No. 10144 and $231,160 coming from General Assessment Dues and reserves in Task Number 49010000. Contract C10165 with ICF Jones & Stokes in an amount not to exceed $479,040 and Contract C10170 with PBS&J in an amount not to exceed $260,554 will both be funded from Task Number 49010000.

Reviewed By: Original direction given by the Board of Directors on August 5, 2009. This specific item was approved by the Plans and Programs Committee on December 16, 2009 and will be reviewed by the Board of Directors on January 6, 2010.

Responsible Staff: Duane A. Baker, Director of Management Services

BRD1001b-dab
Attachments:
C10170-dab
C10165-dab
C10144-dab

Exhibit "A"

City	Population	City Share
ADELANTO	28,265	$18,695.59
APPLE VALLEY	69,861	$0.00
BARSTOW	24,213	$0.00
BIG BEAR LAKE	6,255	$14,654.63
CHINO	84,173	$28,960.11
CHINO HILLS	78,725	$27,959.88
COLTON	51,684	$0.00
FONTANA	189,021	$48,209.86
GRAND TERRACE	12,484	$15,798.25
HESPERIA	88,184	$29,696.52
HIGHLAND	52,372	$23,121.55
LOMA LINDA	22,619	$17,659.00
MONTCLAIR	36,964	$20,292.70
NEEDLES	5,793	$14,569.80
ONTARIO	173,188	$0.00
RANCHO CUCAMONGA	177,736	$46,137.97
REDLANDS	71,646	$26,660.20
RIALTO	100,022	$31,869.94
SAN BERNARDINO	204,483	$51,048.63
TWENTYNINE PALMS	30,832	$19,166.88
UPLAND	75,035	$0.00
VICTORVILLE	109,441	$33,599.23
YUCAIPA	51,317	$22,927.86
YUCCA VALLEY	21,239	$17,405.64
GRAND TOTAL	***1,765,552***	***$508,434.25***

NOTE: Cities with $0.00 as City Share are not participating in the project

BRD1001b-dab
Attachments:
C10170-dab
C10165-dab
C10144-dab

SANBAG Contract No. **10144**

by and between SANBAG and Cities of Adelanto, Big Bear Lake, Chino, Chino Hills, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Victorville, Yucaipa, and Town of Yucca Valley

for Regional Greenhouse Gas Inventory and Reduction Plan and Related Environmental Impact Report

FOR ACCOUNTING PURPOSES ONLY

☐ Payable ☒ Receivable	Vendor Contract # _____ Vendor ID _____	Retention: ☐ Yes _____ % ☒ No	☒ Original ☐ Amendment

Notes: City contributions to pay for Regional greenhouse Gas Inventory and Related work

Original Contract:	$ 508,434.25	**Previous Amendments**	$ 0.00
		Previous Amendments Contingency / Allowance Total:	$ 0.00
Contingency / Allowance Amount	$ 0.00	**Current Amendment:**	$ 0.00
		Current Amendment Contingency / Allowance:	$ 0.00

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ► $ 508,434.25

* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.

▼Include funding allocation for the original contract or the amendment

Main Task/ Project	Level 1	Level 2	Cost Code/ Object	Grant ID/ Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt
0490	000	000	52001	59005	Local/Other City	$ 508,434.25
						$
						$
						$

Original Board Approved Contract Date:	1-6-10	Contract Start: 1-6-10	Contract End: 12-31-11
New Amend. Approval (Board) Date:	_____	Amend. Start: _____	Amend. End: _____

Allocate the **Total Contract Amount** or **Current Amendment** amount between **Approved Budget Authority** in the current year and **Future Fiscal Year(s) Unbudgeted Obligation.**

Approved Budget Authority ►	Fiscal Year: 09/10 $ 508,434.25	**Future Fiscal Year(s) – Unbudgeted Obligation ►**	$ 0.00

☐ Budget authority for this contract currently exists in Task No. _____ (C-Task may be used here.).

☒ A budget amendment is required. A Budget Amendment Request is attached.

CONTRACT MANAGEMENT

Check all applicable boxes:

☒ Intergovernmental ☐ Private ☐ Federal Funds ☐ State/Local Funds

☐ Disadvantated Business Enterprise (DBE) ☐ Underutilized DBE (UDBE)

Task Manager: Duane Baker	**Contract Manager:** Ty Schuiling
Task Manager Signature Date	Contract Manager Signature Date

Finance will not process any payments without budget authority and properly executed contracts.

Chief Financial Officer Signature Date

Finance will not process any payments without budget authority and properly executed contracts.

MEMORANDUM OF UNDERSTANDING Contract C10144

BY AND BETWEEN

SAN BERNARDINO ASSOCIATED GOVERNMENTS

AND

CITIES OF ADELANTO, BIG BEAR LAKE, CHINO, CHINO HILLS, FONTANA, GRAND TERRACE, HESPERIA, HIGHLAND, LOMA LINDA, MONTCLAIR, NEEDLES, RANCHO CUCAMONGA, REDLANDS, RIALTO, SAN BERNARDINO, TWENTYNINE PALMS, VICTORVILLE, YUCAIPA, AND THE TOWN OF YUCCA VALLEY

FOR PREPARATION OF SAN BERNARDINO COUNTY REGIONAL GREENHOUSE GAS INVENTORY AND REDUCTION PLAN AND RELATED ENVIRONMENTAL IMPACT REPORT

RECITALS:

The Memorandum of Understanding (MOU) is entered into by and between the San Bernardino Associated Governments (SANBAG) and the City of Adelanto, City of Big Bear Lake, City of Chino, City of Chino Hills, City of Fontana, City of Grand Terrace, City of Hesperia, City of Highland, City of Loma Linda, City of Montclair, City of Needles, City of Rancho Cucamonga, City of Redlands, City of Rialto, City of San Bernardino, City of Twentynine Palms, City of Victorville, City of Yucaipa, and Town of Yucca Valley collectively referred to herein as "PARTIES" regarding the preparation of the San Bernardino County Regional Greenhouse Gas Inventory and Reduction Plan and the related Environmental Impact Report collectively hereinafter referred to as "PROJECT," and with regard to the following matters:

WHEREAS, AB 32 mandated the California Air Resources Board (CARB) to develop regulations on how the state could address global climate change and established a target of reducing greenhouse gas emissions down to 1990 levels by the year 2020; and

WHEREAS, SB 375 also calls for the reduction of greenhouse gas emissions as one of the overarching goals for regional planning; and

WHEREAS, San Bernardino County is nearing completion on a Greenhouse Gas Inventory and Reduction Plan for the unincorporated areas of the County and County government operations as part of a settlement with the Attorney General's Office; and

WHEREAS, every other jurisdiction in the County will be faced with addressing greenhouse gas emissions under the provisions of AB 32 and SB 375; and

WHEREAS, by working cooperatively and using the same consultants that are preparing the Greenhouse Gas Inventory for the County, specifically ICF Jones & Stokes and PBS&J herein referred to as "CONSULTANTS", PARTIES could benefit from work already done and realize significant savings as opposed to each agency preparing their own inventory; and

WHEREAS, it is the intent and purpose of this MOU for PARTIES to provide funding to SANBAG to procure services from CONSULTANTS to perform the Scope of Work identified in Attachment "A" regarding the PROJECT.

NOW, THEREFORE, it is mutually understood and agreed to by SANBAG and the PARTIES as follows:

1. Incorporation of Recitals

The above-referenced recitals are a substantive part of this Agreement, and are incorporated herein by this reference.

2. Scope of Work

A. SANBAG agrees to negotiate a contract with ICF Jones & Stokes and PBS&J (the "CONSULTANTS"") to perform the Scope of Work as described in Attachment "A", attached hereto and incorporated by this reference.

B. Subject to the execution of a valid, enforceable contract between SANBAG and the CONSULTANTS, SANBAG shall be responsible for managing the CONSULTANTS in performing the Scope of Work. SANBAG's Project Manager shall approve all invoices of CONSULTANTS.

D. SANBAG's Project Manager will have final approval of all CONSULTANTS' deliverables; however, prior to final approval of a deliverable from the CONSULTANTS, SANBAG's Project Manager will consult with the designated staff from other PARTIES.

F. Within 30 days of final approval of this MOU, PARTIES will designate a contact staff person for the PROJECT and notify SANBAG's Project Manager with contact information for that contact staff person.

G. For purposes of this Agreement, SANBAG designates the following Project Manager for this Project:
Ty Schuiling
Director of Planning and Programming
San Bernardino Associated Governments
1170 West Third Street, 2nd Floor
San Bernardino, CA 90012
(909) 884-8276

3. Term

The term of this MOU shall begin on the Effective Date of the MOU and continue until December 31, 2011, hereinafter referred to as the "Completion Date," unless terminated earlier as provided herein. Services performed under this Agreement shall commence upon SANBAG's Board of Directors authorization, approval and award of a contract to the CONTRACTORS. The term may be extended subject to mutual agreement by SANBAG and PARTIES.

4. Payment

A. Except as expressly provided herein, PARTIES shall provide the funds described in Attachment "B", attached hereto and incorporated by this reference, to SANBAG due and payable in full, thirty (30) days after the execution of this MOU.

B. From the $508,434.25 provided by the PARTIES and the $231,160 provided by SANBAG as set forth in Attachment "B", SANBAG shall pay for all costs and expenses incurred by CONSULTANTS related to the Scope of Work described in Attachment "A".

C. Except as expressly provided herein, if any funds paid in advance by PARTIES are unspent upon the completion or termination of this MOU, SANBAG shall return such funds to PARTIES in the proportions listed in Attachment "B" within 30 days of the completion or termination of the MOU.

5. Mutual Indemnification

A. Neither PARTIES nor any officer or employee thereof shall be responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by SANBAG or by its officers, agents, employees, contractors and subcontractors in connection with this MOU. SANBAG shall indemnify, defend and hold PARTIES and their respective officers, agents and employees harmless from any liability and expenses, including without limitation, defense costs, any costs or liability for any claims for damages of any nature whatsoever arising out of and to the extent caused by any act or omission of SANBAG or its officers, agents, employees, contractors or subcontractors in connection with this MOU, including, without limitation, procurement and management of the CONSULTANTS.

B. Neither SANBAG nor any officer or employee thereof shall be responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by PARTIES, or by their respective officers, agents, employees, contractors and subcontractors in connection with this MOU. PARTIES shall indemnify, defend and hold SANBAG and their respective officers, agents and employees harmless from any liability and expenses, including without limitation, defense costs, any costs or liability for any claims for damages of any nature whatsoever arising out of and to the extent caused by any act or omission of PARTIES or their officers, agents, employees, contractors or subcontractors in connection with this MOU, including, without limitation, procurement and management of the CONSULTANTS.

6. Termination

A. If through any cause, PARTIES fail to fulfill in a timely and proper manner their obligations under this MOU, or violates any of the terms or conditions of this MOU or any applicable Federal and State laws and regulations, SANBAG reserves the right to terminate this MOU upon thirty (30) days written notice to PARTIES. If this MOU is terminated by SANBAG as provided herein, PARTIES agree to share in any costs of termination of the CONSULTANTS contract not to exceed the actual costs of work performed by the CONSULTANTS prior to the date of termination.

7. Notice.

Any notice or notices required or permitted to be given pursuant to this agreement may be personally served on the other party by the party giving such notice, or may be served by certified mail, return receipt requested, to the following addresses:

To SANBAG:	Deborah Robinson Barmack Executive Director San Bernardino Associated Governments 1170 West Third Street, 2nd Floor San Bernardino, CA 90012
To City of Adelanto:	James Hart City Manager P.O. Box 10 Adelanto, CA 92301
To City of Big Bear Lake	Jeff Mathieu City Manager City of Big Bear Lake P.O. Box 10000 Big Bear Lake, CA 92315-8900
To City of Chino	Patrick Glover City Manager City of Chino P.O. Box 667 Chino, CA 91708-0667
To City of Chino Hills	Michael Fleager City Manager City of Chino Hills 14000 City Center Drive Chino Hills, CA 91709
To City of Fontana	Ken Hunt City Manager City of Fontana 8353 Sierra Avenue Fontana, CA 92335

To City of Grand Terrace	Betsy Adams City Manager City of Grand Terrace 22795 Barton Road Grand Terrace, CA 92313
To City of Hesperia	Mike Podegracz, P.E. City Manager City of Hesperia 9700 Seventh Avenue Hesperia, CA 92345
To City of Highland	Joseph Hughes City Manager City of Highland 27215 Base Line Highland, CA 92346
To City of Loma Linda	Jarb Thaipejr, P.E. City Manager City of Loma Linda 25541 Barton Road Loma Linda, CA 92354
To City of Montclair	Lee McDougal City Manager City of Montclair P.O. Box 2308 Montclair, CA 91763
To City of Needles	William Way Jr. City Manager City of Needles 817 Third Street Needles, CA 92363
To City of Rancho Cucamonga	Jack Lam City Manager City of Rancho Cucamonga P.O. Box 807 Rancho Cucamonga, CA 91729

To City of Redlands	Enrique Martinez City Manager City of Redlands P.O. Box 3005 Redlands, CA 92373-1505
To City of Rialto	Henry Garcia City Manager City of Rialto 150 South Palm Avenue Rialto, CA 92376
To City of San Bernardino	Charles McNeely City Manager City of San Bernardino 300 North "D" Street San Bernardino, CA 92418
To City of Twentynine Palms	Michael Tree City Manager City of Twentynine Palms 6136 Adobe Road Twentynine Palms, CA 92277
To City of Victorville	James Cox City Manager City of Victorville P.O. Box 5001 Victorville, CA 92393-5001
To City of Yucaipa	Ray Casey City Manager City of Twentynine Palms 34272 Yucaipa Boulevard Yucaipa, CA 92399
To City of Yucca Valley	Andrew Takata City Manager Town of Yucca Valley 57090 29 Palms Highway Yucca Valley, CA 92284

9. Miscellaneous.

A. This MOU contains the entire understanding between SANBAG and the PARTIES and supersedes any prior written or oral understandings and agreements regarding the subject matter of this MOU. There are no representations, agreements, arrangements or understanding oral or written, between SANBAG and the PARTIES relating to the subject matter of this MOU, which are not fully expressed herein.

B. This MOU shall be construed and interpreted under the laws of the State of California.

C. In the event any part of this MOU is declared by a court of competent jurisdiction to be invalid, void, or unenforceable, such part shall be deemed severed from the remainder of the MOU and the remaining provisions shall continue in full force without being impaired or invalidated in any way.

D. No party may assign this MOU or any part thereof, without written consent and prior approval of every other party, and any assignment without said consent shall be void and unenforceable.

E. No amendment, modification, alteration or variation of the terms of this MOU shall be valid unless made in writing and signed by the parties hereto and no oral understanding or agreement pertaining to the subject matter of this MOU and not incorporated herein shall be binding on any of the parties thereto. Time is of the essence for each and every provision of this MOU.

10. Effective Date. This MOU shall be effective on the date on which the last of the PARTIES executes this document.

[Signature Pages to follow.]

IN WITNESS WHEREOF, the SANBAG and PARTIES hereto have executed this MOU on the date and year herein written below:

SAN BERNARDINO ASSOCIATED GOVERNMENTS

By: _____
Deborah Robinson Barmack
Executive Director

Date:_____

APPROVED AS TO FORM:

By: _____
Jean-Rene Basle
SANBAG Counsel

Date: _____

Finance will not process any payments without budget authority and properly executed contracts.
Form 28 9/09 Contract Summary Sheet

SANBAG Contract No. **10165**
by and between SANBAG and ICF Jones & Stokes
for Regional Greenhouse Gas Inventory and Reduction Plan

FOR ACCOUNTING PURPOSES ONLY

☒ Payable ☐ Receivable	Vendor Contract # _____ Vendor ID _____	Retention: ☐ Yes _____ % ☒ No	☒ Original ☐ Amendment

Notes: Preparation of Regional Greenhouse Gas Inventory and related work

Original Contract:	$ 479,040.00	**Previous Amendments**	$ 0.00
		Previous Amendments Contingency / Allowance Total:	$ 0.00
Contingency / Allowance Amount	$ 0.00	**Current Amendment:**	$ 0.00
		Current Amendment Contingency / Allowance:	$ 0.00

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ▶ $ 479,040.00

* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.

▼Include funding allocation for the original contract or the amendment

Main Task/ Project	Level 1	Level 2	Cost Code/ Object	Grant ID/ Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt
0490	000	000	52001	59005	Local/Other City	$ 479,040.00
						$
						$
						$

Original Board Approved Contract Date:	1-6-10	Contract Start: 1-6-10	Contract End: 12-31-11
New Amend. Approval (Board) Date:		Amend. Start:	Amend. End:

Allocate the **Total Contract Amount** or **Current Amendment** amount between **Approved Budget Authority** in the current year and **Future Fiscal Year(s) Unbudgeted Obligation.**

Approved Budget Authority ▶	Fiscal Year: 09/10 $ 479,040.00	**Future Fiscal Year(s) – Unbudgeted Obligation ▶**	$ 0.00

☐ Budget authority for this contract currently exists in Task No. _____ (C-Task may be used here.).
☒ A budget amendment is required. A Budget Amendment Request is attached.

CONTRACT MANAGEMENT

Check all applicable boxes:

☒ Intergovernmental ☐ Private ☐ Federal Funds ☐ State/Local Funds
☐ Disadvantated Business Enterprise (DBE) ☐ Underutilized DBE (UDBE)

Task Manager: Duane Baker	**Contract Manager:** Ty Schuiling
Task Manager Signature Date	Contract Manager Signature Date
Chief Financial Officer Signature Date	

Finance will not process any payments without budget authority and properly executed contracts.

Exhibit "A"

SCOPE OF WORK

Project understanding

The potentially participating cities within San Bernardino County, the San Bernardino Association of Governments (SANBAG), and San Bernardino County seek highly-experienced consultants to assist the cities, SANBAG, and the County in developing and adopting a regional GHG reduction plan and associated Environmental Impact Report (EIR) that provides sufficient detail to be useful to each participating city and includes GHG reduction goals consistent with the State of California's global warming solutions and GHG reduction targets.

In 2006, the Governor of California signed AB 32, which charged the California Air Resources Board (CARB) to develop regulations on how the state would address global climate change and established a target of reducing greenhouse gas emissions down to 1990 levels by year 2020. The State Attorney General's Office and some environmental groups are asking local jurisdictions to analyze the impacts of individual projects on global warming as part of the California Environmental Quality Act (CEQA) process. CARB, California EPA, U.S. EPA, or other appropriate governmental organizations have not yet published thresholds for determining the significance of a project's potential contribution to global climate change in CEQA documents.

The Attorney General's Office has specifically challenged Environmental Impact Reports for large projects and General Plan updates that do not contain an analysis of climate change, greenhouse gas emissions, reduction targets consistent with the State goals, and a comprehensive mitigation program that demonstrates how the local jurisdiction will reduce emissions to achieve the greenhouse gas reduction targets.

In addition, SB 375 calls for the integration of transportation, land use, and housing planning, and also establishes the reduction of greenhouse gas emissions as one of the overarching goals for regional planning. The Southern California Association of Governments (SCAG), working with the County Transportation Commissions (CTCs) and sub-regional association of governments, is responsible for implementing SB 375 within the SCAG's jurisdiction. Success in this endeavor is dependant on collaboration with local jurisdictions throughout the region.

The following discussion provides our approach on how the potential participating cities can take advantage of economies-of-scale, and build upon each other's strengths by jointly developing and adopting an EIR for the regional GHG reduction plan that provides a foundation to tier and streamline legally defensible CEQA analysis of climate change impacts of development projects, and provide a proactive approach to the mandates of SB 375.

Project Approach

While the bulk of the tasks within the following scope of work are typical of the EIR process, there are several integral tasks that insure that the participating cities will be able to use the regional GHG reduction plan and associated EIR to their full advantage. These tasks include technical oversight (peer review) of the regional GHG reduction plan to insure that;

1) The GHG emissions inventories are limited to those emission sources within each of the participating cities' jurisdictional land use authority,
2) That reduction strategies are reasonable and build upon each of the participating cities' strengths,
3) That the transportation related emission inventories and reduction measures provide enough detail to be useful in the SB 375 process, and
4) That the EIR for the regional reduction plan provides enough detail to be a foundation to tier and streamline legally defensible CEQA analysis of climate change impacts. This requires that the emissions inventories and reduction strategies are detailed enough to provide city specific information on each of the participating cities.

Another aspect of oversight is negotiating with State Agencies, such as SCAQMD, CARB and the Attorney General's Office, in gaining acceptance of the GHG inventories and reduction strategies. This aspect of oversight is essential to use the regional GHG reduction plan and EIR as a foundation toward CEQA streamlining and substantiating a sub-regional reduction target and Sustainable Communities Strategy (SCS). The oversight process, both peer review and negotiations, has proved beneficial to the County during the drafting of the San Bernardino County GHG emissions inventories and reduction plan process and will benefit the participating cities and SANBAG during this process as well.

Another vital task is the development of CEQA thresholds and a streamlined CEQA analysis methodology for GHG emissions based upon the regional GHG reduction plan EIR. This task will allow the participating cities a consistent method of analysis that is legally defensible, streamlined, and avoids the onerous tiered threshold process drafted by SCAQMD and the CARB.

The following provides details of all the tasks in this scope of work:

TASK 1: Technical Oversight and Peer Review

This task provides technical oversight and peer review of ICF Jones & Stokes work product to insure appropriately assigned GHG emissions inventories, reasonable reduction measures that complements and builds upon each of the participating cities' strengths, transportation related emission inventories and reduction measures with enough detail to be useful in the SB 375 process, and insure independent quality assurance and control.

TASK 1A: Meeting with Cities for Strategy Development

This task includes conducting an initial meeting with the cities, County, SANBAG, ICF Jones & Stokes, and other participants in the regional partnership to discuss the proposed content of the work plan, schedule, budget, and communication protocols.

Identify key data providers at each city and at other agencies and discuss scoping issues around the external GHG Plan.

TASK 1B: Peer Review of the ICF Scoping Issues Paper and Recommendations

ICF Jones & Stokes will provide a scoping issues paper that will summarize the existing GHG emissions data for all of San Bernardino County provided by SCAQMD, the participating cities and other reliable data sources including the County. ICF Jones and Stokes will also provide scoping issues for an internal planning tool and scoping issues on the external GHG reduction plans. PBS&J will provide peer review of these documents and make recommendations focused on the following:

- Existing GHG emissions data and how the existing data can be appropriately integrated into the forthcoming GHG emission inventories and regional reduction plan.
- How the transportation component of the forthcoming emissions inventories and reduction measures can have a reasonable level of detail to account for vehicle miles traveled (VMT) and trip reductions in the forthcoming GHG emission inventories and regional reduction plan.
- Relevance and usability of the internal inventory planning tool and external reduction plan scope in relation to potential consequences and advantages of providing internal and external reduction plans.
- List of any of the participating cities' Tier 1 high priority energy efficiency projects under the Department of Energy's (DOE) Energy Efficiency and Conservation Block Grant (EECBG) funding that should be included as reduction measures.
- Any additional scoping issues not addressed in the ICF Jones & Stokes Scoping issues paper.

PBS&J will provide the peer review and recommendations to the participating cities, SANBAG and San Bernardino County in advance of the meeting provided in the ICF Jones & Stokes Scope of Work and Task 1C below.

*Task 1C: Participation in the **Finalization of Data Sources and Scoping Issues***

PBS&J will participate in the one meeting to finalize the data sources and scoping issues. At that meeting PBS&J will articulate any of the technical issues and recommended edits to the ICF data sources and scoping issues identified in Task 1B and agreed to by the participating cities, SANBAG and the County.

Task 1D: Review of Candidate Measures for the External GHG Plans

PBS&J will review the list of candidate measures provided by ICF Jones & Stokes for the External GHG Plans based upon the appropriate allocation and reasonableness of the candidate measures, and recommend any additional candidate measures that are not on the list.

Task 1E: Review of Local and Regional GHG Reduction Strategies

PBS&J will review the local and regional GHG reduction strategies provided by ICF Jones & Stokes. According to ICF Jones & Stokes the local and regional GHG reduction strategies will include the following:

1. Water conservation,

2. On Road transportation reductions including
    a. Defining land use strategies
    b. SCAG RTP Transportation scenarios
    c. VMT assessment methodology
    d. Travel Demand Model setup and runes
    e. Emissions calculations based upon the above criteria
3. Good movement
    a. On Road goods movement
    b. Rail
    c. Air freight
    d. Travel Demand Model setup and runes
    e. Emissions calculations based upon the above criteria
4. Solid waste reduction
    a. Waste diversion
    b. Landfill gas emissions management
5. Industrial and stationary source reductions
6. Energy efficiency of buildings
7. Renewable energy generation

PBS&J will review the list of potential emission sources and reduction strategies provided by ICF Jones & Stokes and make recommendations on the appropriate allocation of emission sources and what sources should be included in the inventories and reduction strategies as Scope 1 or Scope 2 sources attributable to the participating cities and what sources should only be called out as Scope 3 sources that each of the participating cities cannot control. Potential Scope 3 sources include high global warming potential gases in refrigeration and electrical equipment, rail-yard emissions, electrical generation by entities other than the participating cities, international and national air traffic. PBS&J will also review the on road transportation components, and make recommendations as appropriate, to provide sufficient detail to support a sub-regional reduction target and SCS recommendation to SCAG for the sub-region in the SB 375 process. PBS&J will review all the reduction strategies for reasonableness and appropriate allocation. Finally, PBS&J will recommend any additional reduction strategies that are found to be appropriate but missing from those identified by ICF Jones & Stokes.

Task 1F: Review of Draft and Final GHG External Inventories

PBS&J will review the GHG baseline external inventories provided by ICF Jones & Stokes, which should include all the appropriate emission sources described in Task 1E above. Based upon the review in Task 1E much of the inventory development will have been reviewed and edited as appropriate. This task further refines the emission inventories for the appropriate allocation and reasonableness and will use the same evaluation criteria as defined in Task 1E.

The business as usual scenario will be evaluated based upon reasonable growth projections and General Plan buildout criteria. PBS&J will make recommendations on the business as usual scenario to make it consistent with each of the General Plans for

the participating cities. In this way, the regional GHG reduction plan will be consistent with each of the participating cities' general plans.

Task 1G: Review of Draft and Final GHG Reduction Goals and Strategies

PBS&J will review the draft and final regional GHG reduction plan provided by ICF Jones & Stokes, which should include all the appropriate emission reduction strategies described in Task 1E above. Based upon the review in Task 1E much of the reduction development will have been reviewed and edited as appropriate. This task further refines the reduction strategies for feasibility and reasonableness and will use the same evaluation criteria as defined in Task 1E.

*Task 2: **Environmental Impact Report***

Under this task PBS&J will provide all aspects of the CEQA process from the notice of Preparation to adoption of the Environmental Impact Report (EIR). Task 3A includes a draft Memorandum of Understanding that documents the cooperation of each of the participating cities into the joint effort of adopting a regional GHG reduction plan, designates the authority of each participating city as an independent Lead Agency in the adoption of the regional GHG reduction plan and associated EIR, and provides the context of the joint effort and how that joint effort relates to each of the participating cities jurisdictions.

The project description further defines the role of each city in the joint participation of a regional reduction plan and how together the participating cities meet the reduction target designated in the regional reduction plan. The forthcoming project description will further provide details on each of the participating cities' individual emissions inventories, reduction measures and how these individual inventories and measures combine into the regional reduction plan to meet the reduction target.

The EIR will then analyze at a programmatic level the potential impacts the regional reduction plan may generate. Potential impacts may include localized traffic, air quality, and noise impacts associated with mixed use and transit oriented development designed to reduce VMT and vehicle trips on a regional level. Other potential impacts include historical resources that could be impacted as a result of energy efficiency retrofits. Alternative energy sources such as solar in close proximity to airports will be evaluated for potential safety issues related to reflectivity of photovoltaic cells. Infrastructure needs of alternative energy generation will also be reviewed. Reasonable mitigation measures will be recommended to reduce these potential impacts to less than significant whenever feasible. In many cases, the proposed project will provide environmentally beneficial impacts to water supply, regional air quality, and regional transportation. Environmentally beneficial impacts will be evaluated as well.

The following describes each of the tasks needed to draft, finalize and adopt the EIR:

Task 2A: Draft Memorandum of Understanding (MOU)

PBS&J will meet with the participating cities, SANBAG, the County and other participants in the regional partnership to discuss the proposed content and format of a draft MOU that describes the cooperation of each of the participating cities into the joint effort of adopting a regional GHG reduction plan, designates the authority of each participating city as an independent Lead Agency in the adoption of the regional GHG reduction plan and associated EIR, and provides the context of the joint effort and how that joint effort relates to each of the participating cities' jurisdictions.

Based upon the information provided in the meeting, within two weeks, PBS&J will draft the MOU as described above and provide the draft to each of the participants in the regional partnership for one round of edits/reviews.

PBS&J will then provide to each of the participants in the regional partnership a revised draft MOU based upon the edits and comments received. The revised draft MOU will be provided within two weeks of receiving one round of edits/comments from all the participants in the regional partnership. Additional edits are out of scope and will be provided on a time and materials basis.

Task 2B: Notice of Preparation

PBS&J will prepare and distribute a Notice of Preparation (NOP) to inform the State Clearinghouse, local agencies, and the public (up to 100 parties) that the lead agencies are preparing an EIR for this project. PBS&J will work with the lead agencies to develop the distribution list. State agencies will be informed through the State Clearinghouse. The NOP will be released once the lead agencies believe that it accurately describes the proposed project.

List of Products:

- Provide one (1) electronic copy of the NOP for internal review prior to publication.
- Provide up to one hundred (100) copies of the NOP for public distribution to the list of recipients provided by the lead agencies.
- Mail fifteen (15) copies of the NOP to the State Clearinghouse.
- Mail remaining copies to list of recipients provided by the lead agencies.

Task 2C: Administrative Draft EIR

PBS&J will prepare an Administrative Draft EIR (ADEIR) document based on the current CEQA Guidelines and the lead agencies' specific directions. The document will include an Introduction that will present the purpose and intent of the EIR, including the overall environmental review process. Effects found to be not significant will be specifically listed. The project sponsors and contact persons will be identified. It will also include an Executive Summary, which is a brief synopsis of the major findings of the EIR.

One of the fundamental components of the EIR will be comprehensive description of the project. The project description defines the role of each city in the joint participation of a regional reduction plan and how together the participating cities meet the reduction

target designated in the regional reduction plan. It is important to provide a clear understanding of the regional partnership. The forthcoming project description will further provide details on each of the participating cities' individual emissions inventories, reduction measures and how these individual inventories and measures combine into the regional reduction plan to meet the reduction target.

PBS&J will document baseline conditions, conduct impact evaluations, and formulate mitigation measures for any potentially significant impacts that may be identified. The emphasis will be on the identification of significant impacts that would result from project implementation. Impact significance will be determined by defining the changes to the environmental baseline that would result from project implementation and comparing that changed environmental condition to a standard or threshold of significance. Impacts will be evaluated in proportion to their severity and probability of occurrence. Thresholds of significance will be based on any such standards that have been officially adopted by the lead agency or other public agencies with primary authority relative to the impact in question, and/or those thresholds set forth in the current State CEQA Guidelines.

Where impacts are found to be significant, PBS&J will develop measures to mitigate such effects to below a level of significance, if feasible. All recommended mitigation measures will be defined to represent a close nexus between the measure and a legitimate governmental interest, and will be directly proportional to the level of impact resulting from the project.

The following sections outline the PBS&J approach to the analysis of each particular environmental impact topic that may be addressed in the EIR. The topics listed below are not presented in order of importance but alphabetically as they would be discussed in the document.

Agricultural Resources. PBS&J will evaluate on a programmatic level the regional reduction plans impacts, if any, on agricultural resources. It is anticipated that the regional reduction plan will have no impacts on agricultural resources.

Aesthetics. This section will describe and evaluate on a programmatic level the overall visual character of specific reduction measures including the placement of photovoltaic solar cells, wind turbines, and any potential aesthetic impacts associated with retrofitting existing buildings. Programmatic mitigation measures will be recommended to reduce impacts to less than significant whenever feasible.

Air Quality. PBS&J will describe how the project will reduce criteria air pollutants on a regional level, but may impose localized impacts due to particular reduction strategies. Reduction strategies associated with land use such as mixed use and transit oriented development may reduce VMT and vehicle trips on a regional level, but increase air pollutants in the immediate vicinity of these types of land uses. PBS&J will evaluate on a programmatic level potential localized air quality impacts generated by specific GHG reduction strategies using the methodologies established by SCAQMD in their latest CEQA guidelines. PBS&J will compare estimated emissions to district thresholds to

determine if construction or operation activities of the project will exceed local significance criteria. PBS&J will recommend programmatic mitigation measures as appropriate to reduce localized impacts to the greatest extent feasible.

PBS&J will also describe the project's potential reduction in GHG emissions and the benefit of reducing the region's incremental contribution to global climate change.

Biological Resources. PBS&J will provide an analysis of the project's impacts on biological resources associated with renewable energy projects on vacant lands in areas with potential to contain vital habitat or migration corridors. Programmatic mitigation measures will be recommended to reduce impacts to less than significant whenever feasible.

Cultural Resources. Energy efficiency retrofits of historic buildings have the potential to degrade the historic integrity of the buildings. PBS&J will evaluate on programmatic level potential impacts and recommend mitigation to reduce any identified impacts to less than significant.

Geology and Soils. PBS&J will use fault zone maps, soil maps and earth-related conditions identified in General Plans to identify areas of regional and local faults, liquefaction, subsidence, compaction, shrink/swell, etc. for renewable energy projects to avoid. PBS&J will also use soils information from the federal Natural Resources Conservation Service as necessary to complete this work.

Hazards and Hazardous Materials. PBS&J will evaluate the potential of photovoltaic cells placed on roofs along the designated flight paths and within the safety zones of airports to reflect light and create a safety hazard to air traffic. PBS&J will recommend mitigation to reduce any identified impacts to less than significant.

Hydrology and Water Quality. PBS&J will evaluate on a programmatic level the regional reduction plans impacts, on water resources and water quality. It is anticipated that the regional reduction plan will have beneficial environmental impacts on water resources through reduction measures that provide water conservation.

Land Use and Planning. PBS&J will evaluate the project's consistency with the participating cities' and County general plans and zoning requirements. PBS&J will examine the project relative to all of its proposed land use approvals.

Mineral Resources. PBS&J will evaluate on a programmatic level the regional reduction plans impacts, if any, on mineral resources. It is anticipated that the regional reduction plan's only impact to mineral resources is the reduced demand for aggregate associated with reduction measures that recycle construction and demolition debris to be used as building materials.

Noise. Localized noise impacts associated with placing noise sources in close proximity to noise sensitive land uses as a result of increased mixed use and transit

oriented development will be evaluated on a programmatic level and mitigation measures recommended to reduce impacts to less than signficiant.

Population and Housing. PBS&J will evaluate the project's potential impacts to local and regional population and housing resources.

Public Services. PBS&J will work with the lead agencies staff as appropriate to evaluate direct and indirect impacts of the reduction measures in the regional reduction plan on existing or planned public services (e.g., police, fire, etc.).

Recreation. PBS&J will evaluate on a programmatic level the regional reduction plans impacts, if any, on recreational resources. It is anticipated that the regional reduction plan will have no impacts on recreation.

Transportation and Circulation. PBS&J will use the data from the Traffic Modeling prepared by ICF Jones & Stokes as part of Task 4.2 in their scope of work to evaluate regional traffic impacts. PBS&J will provide localized analysis of potential impacts to Level of Service (LOS) in close proximity to transit oriented development. The EIR analysis will weigh the regional benefits of reduced vehicle trips and VMT associated with transit oriented development with the localized impacts to LOS in the immediate vicinity of these sites.

Utilities and Service Systems. PBS&J will evaluate on a programmatic level the potential impacts to utility infrastructure associated with increased renewable energy generation and the placement of renewable energy projects. PBS&J will recommend mitigation measures to reduce potential impacts to utility infrastructure. PBS&J will also evaluate potential impacts, if any, on the existing water conveyance infrastructure associated with water conservation reduction measures.

Project Alternatives. Based on any potential impacts identified for the project, or alternative project scenarios to be considered by the lead agencies, PBS&J will develop appropriate alternatives to reduce or eliminate significant impacts. PBS&J will evaluate up to three alternatives, including a no-project alternative.

Mandatory Findings of Significance. PBS&J will summarize the results of the environmental analyses to determine if any direct or indirect impacts of the project will cause significant harm to natural or man-made resources, consistent with the latest requirements of CEQA.

Cumulative Impacts. PBS&J will work in conjunction with lead agencies staff to develop a cumulative projects list. PBS&J will also use the most recent changes in CEQA to analyze potential cumulative impacts associated with the regional reduction plan. PBS&J will also examine potential growth-inducing impacts of the project.

List of Products:

- Provide up to three (3) printed and bound copies of the ADEIR to each participating city, SANBAG, the County, and any other participants in the regional reduction plan

an electronic copy of the ADEIR. We assume two iterations of the ADEIR before the document is approved for public distribution.

Task 2D: Draft EIR Ready for Public Distribution

Following receipt of lead agencies' comments on the Administrative Draft EIR, PBS&J staff will revise the document to produce a Draft EIR document suitable for circulation and 45-day public review. PBS&J assumes a maximum of two review cycles with compiled comments to convert the administrative document to a draft document suitable for circulation. Additional review cycles will require an adjustment to the contract.

The Notice of Completion (NOC) for the Draft EIR will be filed with the State Clearinghouse with the Draft EIR. The Notice of Availability (NOA) of the Draft EIR will be sent via first class mail (with proof of receipt) to agencies and other parties to notify them that the Draft EIR is available for review.

PBS&J will provide 100 printed copies of the Draft EIR for public distribution, including appendices. PBS&J will distribute the Draft EIR to the State Clearinghouse, and up to 40 local public agencies. Additional copies will be made available at the offices of each of the lead agencies. The use of electronic versions of the document on CDs for all or portions of the EIR can reduce the direct expenses associated with this project. PBS&J will work with the lead agencies to evaluate the appropriateness of electronic distribution for use on this project.

List of Products:

- Provide up to a total of 100 printed and bound copies of the Draft EIR and NOA. Technical appendices will be provided on CD-ROM in a pocket at the back of each document. Fewer copies may be required to be printed if demand is limited.
- Provide one (1) electronic copy of the Draft EIR and technical appendices to each of the lead agencies.
- Mail 15 copies of the Draft EIR and NOC to the State Clearinghouse via overnight delivery.
- Mail copies of the Draft EIR to identified recipients using a list provided by the lead agency. Mailing will be via first class mail with proof of delivery unless directed otherwise.
- Mail copies of the NOA to identified recipients using a list provided by the lead agency. Mailing will be via first class mail with proof of delivery unless directed otherwise.

Task 2E: Final EIR

PBS&J will prepare a Response to Comments document that will include responses to substantive issues raised on the Draft EIR, and include annotated comment letters. Up to 80 hours of professional staff time have been budgeted for this task.

Overly voluminous or detailed comments may require additional time and a contract amendment.

PBS&J will submit a screencheck final EIR that will include Response to Comments and descriptions of any revised material from those found in the DEIR for internal review by each of the lead agencies. Upon receipt of lead agencies' comments, PBS&J will revise the Final EIR document and distribute to commenting agencies.

List of Products:

- Provide an electronic copy of the screencheck Final EIR document to each of the participating cities, SANBAG, and the County for internal review.
- Provide up to 50 printed and bound copies of the Final EIR. Distribute necessary copies to recipients via first class mail using a list provided by the lead agency.

Task 2F: Assistance in Drafting the Findings of Fact and Statements of Overriding Consideration

Finding of Fact and Statements of Overriding Consideration are often written by Attorneys. PBS&J will assist legal representatives of SANBAG in the drafting of written findings for each significant effect identified in the EIR, pursuant to Section 15091 of the State CEQA Guidelines, and the Statement of Overriding Considerations (SOC), pursuant to Section 15093 of the State CEQA Guidelines. This Assistance will consist of one meeting to discuss the contents of the Findings of Fact and Statement of Overriding Consideration, and review of the Draft Finding of Fact and Statements of Overriding Consideration. Up to 12 hours of professional staff time has been budgeted for this task. Extensive revisions that require additional time may result in the need for a contract amendment.

List of Products:

- Provide SANBAG Redline/Strikeout electronic version of the Draft Findings of Fact and Statement of Overriding Considerations.

Optional Task 2F1: Drafting of the Findings of Fact and Statements of Overriding Consideration

At the Direction of SANBAG, for additional fees PBS&J will prepare the written findings for each significant effect identified in the EIR, pursuant to Section 15091 of the State CEQA Guidelines, and the Statement of Overriding Considerations (SOC), pursuant to Section 15093 of the State CEQA Guidelines. The lead agency may provide the format for this document, or defer to PBS&J as to format. PBS&J will prepare draft findings for each significant effect identified in the EIR and prepare an SOC if unavoidable significant impacts occur. As required by the State CEQA Guidelines, one of three findings must be made for each significant effect and must be supported by substantial evidence in the record. The SOC will rely on input from the lead agency and the project applicant regarding the benefits of the project. The Draft Environmental Findings will be

submitted for internal review. Upon receipt of lead agency and applicant comments, the Draft Environmental Findings will be revised and resubmitted by email for lead agency use in considering the project. Up to 80 hours of professional staff time have been budgeted for this optional task.

List of Products of Optional Task 2F1:

- Provide each of the lead agencies up to three (3) copies of the final Findings of Fact and Statement of Overriding Considerations and one (1) electronic copy for staff use.

Task 2G: Notice of Determination

The Notice of Determination (NOD) will be filed in person with the San Bernardino County Clerk of the Board within three business days of project approval. The lead agencies will provide the funds necessary for the CDFG filing fees at the time of the filing of the NOD. Following filing with the Clerk of the Board, the NOD will be sent via overnight mail to the State Clearinghouse for posting.

List of Products:

- Provide copies of the NOD for signature by each of the lead agencies. One copy will be filed with the County Clerk and the other will be sent to the State Clearinghouse via overnight delivery. The NOD's will be appropriately filed within 48 hours of project approval. The applicant and/or the lead agency are responsible for all filing fees (CDFG fee, County processing fee). A check for these fees must be made available to PBS&J at the time of project approval to avoid filing delays.

Task 2H: GHG Significance Thresholds and CEQA Streamlining Methodology

PBS&J will provide CEQA Thresholds for climate change impacts based upon the regional GHG reduction plan and the Draft and Final EIR. The CEQA thresholds document will discuss the method for tiering CEQA analysis of future development projects by each of the lead agencies using the GHG emission inventories and reduction strategies. This tiering process affords a consistent, legally defensible way of streamlining future CEQA analysis of climate change impacts for individual projects.

List of Products:

- Provide each lead agency up to three (3) printed and bound copies and one (1) electronic copy of the GHG Significance Thresholds and CEQA Streamlining Methodology document.

*Optional Task 3: **Act as Liaison and Technical Representative During Consultation with SCAQMD, CARB and/or the Attorney General***

At the request of SANBAG, Michael Hendrix of PBS&J. will attend up to four (4) meetings with the SCAQMD staff at SCAQMD offices in Diamond Bar, and up to four (4) meetings with

the CARB or Attorney General's Office to consult with these state agencies to advocate the appropriate scope and adequacy of forthcoming emissions inventories and regional GHG reduction plan. In addition to meetings, additional consultation will occur through written correspondence and telephone conversat

SANBAG Contract No. **10170**
by and between SANBAG and PBS&J
for Regional Greenhouse Gas Inventory and Reduction Plan Environmental Impact Report

FOR ACCOUNTING PURPOSES ONLY

☒ Payable ☐ Receivable	Vendor Contract # _____ Vendor ID _____	Retention: ☐ Yes _____ % ☒ No	☒ Original ☐ Amendment

Notes: Preparation of Regional Greenhouse Gas Inventory and related work

Original Contract:	$ 260,554.00	**Previous Amendments**	$ 0.00
		Previous Amendments Contingency / Allowance Total:	$ 0.00
Contingency / Allowance Amount	$ 0.00	**Current Amendment:**	$ 0.00
		Current Amendment Contingency / Allowance:	$ 0.00

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ▶ $ 260,554.00

* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.

▼Include funding allocation for the original contract or the amendment

Main Task/ Project	Level 1	Level 2	Cost Code/ Object	Grant ID/ Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt
0490	000	000	52001	59005	Local/Other City	$ 260,554.00
						$
						$
						$

Original Board Approved Contract Date:	1-6-10	Contract Start: 1-6-10	Contract End: 12-31-11
New Amend. Approval (Board) Date:	_____	Amend. Start: _____	Amend. End: _____

Allocate the **Total Contract Amount** or **Current Amendment** amount between **Approved Budget Authority** in the current year and **Future Fiscal Year(s) Unbudgeted Obligation.**

Approved Budget Authority ▶	Fiscal Year: 09/10 $ 260,554.00	**Future Fiscal Year(s) – Unbudgeted Obligation ▶**	$ 0.00

☐ Budget authority for this contract currently exists in Task No. _____ (C-Task may be used here.).
☒ A budget amendment is required. A Budget Amendment Request is attached.

CONTRACT MANAGEMENT

Check all applicable boxes:

☒ Intergovernmental ☐ Private ☐ Federal Funds ☐ State/Local Funds
☐ Disadvantated Business Enterprise (DBE) ☐ Underutilized DBE (UDBE)

Task Manager: Duane Baker	**Contract Manager:** Ty Schuiling
Task Manager Signature Date	Contract Manager Signature Date
Chief Financial Officer Signature Date	

Finance will not process any payments without budget authority and properly executed contracts.

Exhibit "B"

ICF Jones & Stokes
Scope of Work

Project Understanding

Climate change mitigation and adaptation are a growing concern for the County of San Bernardino and cities within the County, as well as for other counties and cities around the world. The state of California has taken an aggressive stance to address global warming through AB 32, the "Global Warming Solutions Act of 2006," Executive Order S-3-05, signed by Governor Schwarzenegger, and SB 375 which calls for coordinated land use and transportation planning as a means to address climate change, and additional legislative and regulatory actions. AB 32 requires that the state's global warming emissions be reduced to 1990 levels by the year 2020. Executive Order S-3-05 established statewide GHG emission reduction targets as follows:

- By 2010, reduce GHG emissions to 2000 levels
- By 2020, reduce GHG emissions to 1990 levels
- By 2050, reduce GHG emissions to 80% below 1990 levels

It will be very challenging for the SBRCP as well as the State of California to meet these targets. Immediate actions are needed in order to reduce the cumulative and more serious impacts that would otherwise occur.

There is no learning curve for ICF for this type of work; immediately on project startup we will customize our data requirement templates for the requested GHG inventories and will use these as the basis for consulting with city and County staff, SANBAG, the South Coast Air Quality Management District (SCAQMD), as well as with utility and other public agency staff to identify where local data is available and where we will have to fall back on default data sources. The inventories themselves will be housed in ICF's standard spreadsheet tools that are ready to go, can be initially populated with default data, and then quickly updated as better local data is acquired. We will take a similar approach to strategy development, starting with a list of measures that have been taken by other local governments in California, and customizing this to the jurisdictions that participate in the SBRCP.

We know from experience that there are important differences in the methods, the data sources, and the emission reduction strategies that apply to internal operations as compared to those that apply to the external influence of city governments like those in the County of San Bernardino. In the case of internal operations, the required data (mostly records of fuel and electricity consumption) is usually readily at hand within the local government, can be easily processed to produce emission estimates, and the measures that can be taken to reduce emissions are relatively straightforward and under the direct control of the local government. In contrast, the data sources required to construct an inventory of emissions influenced by the cities and County (i.e., "external emissions sources") are dispersed and often indirect, requiring the addition of expert assumptions and methods in order to yield the GHG estimate, and the

emission reduction methods are similarly indirect and have impacts that can usually only be estimated. For the internal inventories and reduction plans, we propose to provide a decision support tool to the city governments, along with data collection and tool support to ensure that each city gains familiarity with the tool for future efforts. This process will enable the cities to customize their internal inventories and reduction plans according to the specific needs of their government operations and will facilitate future, cost effective updates of these inventories and reduction plans. However, the external inventories and reduction plans will require coordination amongst jurisdictions to obtain data, conduct analysis, and develop GHG reduction measures. For these reasons, we will conduct parallel but somewhat separate work programs for the internal and the external inventories and reduction plans.

Proposed Plan to Achieve the Program Objectives

ICF understands the overall objectives of the proposed scope to be the following:

- Provide a climate action plan tool to each city government to develop its internal inventory and reduction plan; provide technical and decision-making support for this tool as needed.
- Develop regional and local climate action measures for the following sectors: building energy water, transportation, goods movement, waste, and stationary fuel combustion.
- Develop external climate action plans for each jurisdiction participating in the SBRCP as individual components of a regional (County-wide) climate action plan ICF has developed a proven approach to achieving these objectives and has honed this approach through implementation with several large public sector clients.

Our proposed scope of work is presented below. We envisage the work proceeding in overlapping phases, and we have grouped individual tasks accordingly:

- Task 1 – Preliminary Research, Data Source Identification, and Scoping
- Task 2 – Finalization of Data Source and Scoping Issues
- Task 3 – Tool Development and Support for City Internal Inventories and Reduction Plans
- Task 4 – Development of Regional GHG Reduction Strategies
- Task 5 – Analysis and GHG Baseline Development for City External Inventories
- Task 6 – Development of City External GHG Reduction Goals and Strategies
- Task 7 – Evaluation of GHG Reduction Strategy Implementation and Feasibility

Task 1. Preliminary Research, Data Source Identification, and Scoping

The scope for this task includes one meeting with SBRCP at each of which three key representatives from the ICF team will attend in person. Additional in person meetings requiring ICF travel are presumed to be outside of the scope of this task.

Task 1.1 Project Startup Meeting

This task includes conducting an initial meeting with the cities, County, and SANBAG, and other participants in the regional partnership to discuss the proposed content of the work plan, schedule, budget, and communication protocols. Identify key data providers at each city and at other agencies and discuss scoping issues around the external GHG Plan.

Task 1.2 Literature and Data Source Review

We will review existing GHG emissions inventory data from SCAQMD, cities in the County, and other readily available sources including all the data developed previously in work with

San Bernardino County. Through this review we will have a strong understanding of the activities taking place within the County to ensure that all major GHG sources are identified.

Task 1.3 Scoping Issues Paper

We will prepare a scoping issues paper within the first 6 weeks of the startup meeting to examine all project key issues.

Task 1.3.1 Scoping Issues for City Internal GHG Plan Tool

ICF will evaluate options for developing a tool that SBRCP member communities may use to conduct internal government GHG inventories and plan and track GHG reduction measures. ICF will draw from our experience in conducting local government GHG inventories and reduction plans for clients such as the government of San Bernardino County. ICF will draw from its library of existing tools to propose a custom tool for SBRCP.

Such existing tools include:

- The Excel-based State Inventory Tool, developed for the EPA, which provides states with data and calculations to conduct state inventories;
- The Excel-based Performance Tracking System, developed for the U.S. Capitol, which provides one module for estimating corporate-level GHG emissions and a second module for planning and tracking GHG reduction measures;
- The Microsoft Access-based GHGID software, developed for conducting corporate-level GHG inventories; and
- Additional Excel-based solutions for GHG inventory developing and reduction planning developed for regional planning agencies and other local governments. Under this task, ICF will analyze the GHG sources, proposed inventory methodology, and default reduction options that will be included in the tool. ICF will also discuss the proposed structure of the tool that balances utility and flexibility to SBRCP with resources available under this project by leveraging existing ICF tools.

Task 1.3.2 Scoping Issues for External GHG Plans

The scope for the External GHG Plans needs to be precisely understood to avoid delays and misunderstandings later in the project. The policies and activities of the cities in the County affect GHG emissions both within and outside of the geographical boundaries of each city. This analysis will set out the issues for which we require explicit sign-off from the cities in order to precisely define the scope of the External GHG Plans and the corresponding data required to complete it. This analysis will form the basis for a meeting with the SBRCP (under Task 2) in which we will gain clarification of any possible scoping issues related to the External GHG Plans.

Task 1.3.3 Scoping Issues for Local and Regional GHG Reduction Measures

Certain sectoral reduction strategies (including energy efficiency and renewable energy) can be addressed through local city action, but may be able to be more efficiently implemented with regional cooperation. Specific sectors (i.e., water, transportation, goods movement, waste, and stationary fuel combustion) may be more effectively addressed through a combination of local and regional GHG reduction measures. These measures require the cooperation of numerous public agencies and may address emissions that span multiple cities and jurisdictions within the

County. As such, the scope for the local and regional GHG reduction measures should also be precisely understood to avoid delays and misunderstandings later in the project. This short paper will set out the issues for which we require explicit sign-off from the SBRCP in order to precisely define the scope of the local and regional GHG reduction measures and the corresponding data required to complete these measures. This analysis will form the basis for a meeting with the SBRCP (in Task 2) in which we will gain clarification of any possible scoping issues. This scoping paper will also specifically address how to scale each of these emissions sources and associated reductions to the city-level so that these sources can be integrated into the individual city External GHG Reduction Plans.

Task 2. Finalization of Data Source and Scoping Issues

The scope for this task includes two meetings with SBRCP at each of which two key representatives from the ICF team will attend in person. Additional in person meetings are presumed to be outside of the scope of this task.

Task 2.1 Internal GHG Plan Tool Scope Meeting

The analysis prepared in Task 1.3.1 will form the basis for a discussion with the objective of clarifying and finalizing any issues related to the scope of the Internal GHG Tool.

Task 2.2 External GHG Plans Scope Meeting

The analysis prepared in Task 1.3.2 and 1.3.3 will form the basis for a discussion with the objective of clarifying and finalizing any issues related to the scope of the External GHG Plans.

Task 2.3 Final Scoping Issues Paper

Upon receipt of comments from SBRCP and after Task 2.1 and 2.2, ICF will revise the memo, which will serve as the template for subsequent actions.

Task 2.4 Candidate Measures for City External GHG Plans

Once the scope for the External GHG Plans has been specified in detail, we will compile a list of candidate measures for the External GHG Plans by drawing on our own experience, the literature review, and interviews with SBRCP and SCAQMD staff.

Task 2.5 Data Acquisition for City External GHG Inventories and Plans

Following completion of Tasks 2.3, we will contact (via phone and email) members of the SBRCP, the SCAQMD, and other potential data providers to identify and acquire the data needed for the External GHG Inventories and Plans.

Task 3. Tool Development and Support for City Internal Inventories and Reduction Plans

ICF has worked with a variety of governments and private entities to develop corporate-level GHG inventories and reduction plans using a combination of established protocols, available platforms such as the ICLEI Clean Air and CACP software, and custom Microsoft Excel- and Access-based systems. In this case, ICF believes that the SBRCP will be best served with an interactive tool specific for SBRCP city governments. Such a tool would rely on existing protocols and methodologies, would be designed to be flexible enough to meet the SBRCP's needs now and in coming years, and would employ a user-friendly interface that is informative and easy to use. Specifically, the tool would be consistent with the CARB Local Government Operations Protocol (LGOP). This approach would allow the SBRCP's member communities to

build capacity in local government to conduct GHG inventories, understand reduction options, and monitor progress as plans are implemented. ICF seeks to provide the SBRCP with the means to understand government GHG emissions and actively conduct reduction activities well after the project has been completed.

The scope for this task includes one training with SBRCP in which two key representatives from the ICF team will attend in person. Additional trainings or in person meetings requiring ICF travel are presumed to be outside of the scope of this task.

Task 3.1 Develop Internal Inventory and Reduction Planning Tool

ICF will develop a tool for SBRCP's member communities to use to conduct internal GHG inventories and plan GHG reduction activities. The tool will contain all major sources of GHGs common to inventories such as buildings, vehicle fleets, employee commuting, streetlights, water and wastewater, and waste management, as well as any other sources relevant to SBRCP's member communities. The tool will assist with emissions forecast projections and will also contain built-in reduction measures, such as building, vehicle, and lighting energy reduction and energy efficiency, as well as new measures that may be added by users. ICF will maximize efficiency under this task by adapting existing tools for this purpose. Screenshots of some existing tools are provided on the following page. ICF will develop a brief user's guide to be distributed with the tool.

Task 3.2 User Support for Internal Inventory and Reduction Planning Tool

ICF will distribute the tool and user's guide and will provide initial support to users of the tool developed under Task 3.1. ICF will provide a training session for representatives of the member cities in SBRCP; this training session will be conducted in person. ICF will create an email account for users to contact when they are encountering difficulty or require guidance during initial use (limited to first month after training session). The amount of technical support will be limited to the hours included in the final scope for this task and will need to be specifically defined by the SBRCP to assure adequate budget. ICF will monitor this account and respond to inquiries as needed. If users identify any changes needed to the tool during the initial review, ICF will provide one update either via a patch or with an updated file, depending on the nature of the changes.

Task 3.3 Peer Review of Internal GHG Inventory and Reduction Plans (Optional – Not included in Scope)

As an optional task, ICF could provide peer review of the internal GHG inventories and reduction plans prepared by the cities within the SBRCP. This task, if added to this scope, would consist of review of the inventory and reduction plan prepared by the individual cities, provision of peer review comments and suggested revisions. Actual changes to the inventories and reduction plans are presumed to be done by the cities themselves. Depending on the desire for this service and the number of cities requesting this support, ICF can prepare a budget augment request to cover this additional service.

Task 4. Development of Local and Regional GHG Reduction Strategies

ICF has already developed local GHG reduction strategies applicable to San Bernardino County through its work for the County. We expect to do little additional development of these local measures as they are expected to be directly applicable to the cities within the County. These measures primarily focus on building energy efficiency and renewable energy for residential and commercial applications.

As described above, specific emissions sectors may be more effectively addressed through a combination of local and regional GHG reduction measures, particularly if the emissions associated with these sectors span several jurisdictions and are under the authority of several different agencies. The reduction measures associated with these regional emissions sources will require the cooperation of numerous public agencies. We will address the following sectors in parallel to develop emissions inventories and reduction measures for these sectors: water, transportation, goods movement, waste, and building energy.

The scope for this task does not include any in person meetings with SBRCP. Any in person meetings for this task are presumed to be outside of the scope of this task.

Task 4.1 Water

We will evaluate the GHG emissions reduction potential for the water sector in San Bernardino County. Analysis will be conducted to determine an annual per acre foot demand of water that is consistent with meeting the per capita water use reduction goal of "20x2020", as defined by the Governor's *Water Conservation Statewide Implementation Plan*. In February 2008, Governor Schwarzenegger called for a 20 percent reduction in per-capita water use by 2020 (i.e.,"20x2020") and initiated development of an aggressive plan of conservation to achieve that goal. The Department of Water Resources, the State Water Resources Control Board, the California Energy Commission, the Public Utilities Commission, the Department of Public Health, the Air Resources Board, CALFED, and the U.S. Bureau of Reclamation have been actively preparing a statewide implementation plan to achieve this goal. The "20x2020" Agency Team has prepared a report that includes regional baseline urban water use data with water conservation targets for year 2020, a strategy for achieving those targets, and an implementation plan.

We will review relevant energy use data embedded in pertinent water processes throughout the County. We will review relevant data, as available, for groundwater pumping, water treatment and distribution, wastewater treatment, and reclamation systems. Additionally, we will include the water conveyance facilities from the State Water Project (SWP) and the Metropolitan Water District of Southern California. Urban water management plans will provide a standard template of water sources and demand projections upon which our energy consumption forecasts will be made for 2020. Available additional data sources that may be reviewed, if needed, would consist of General Plans and reports authored by the California Energy Commission (CEC) and Department of Energy. This analysis will be conducted for public agencies only, including special districts and municipalities that provide urban and agricultural water to the County. The intent of data collection is not a comprehensive water demand analysis for the county. This will be a generalized assessment of water demand informed by local conditions, but not necessarily reflective of precise water energy use on the ground.

The embodied energy use for water transport from outside of the County will be obtained from the CEC 2006 report, *Refining Estimates of Water-Related Energy Use in California*. This report provides proxies for embodied energy use for water in southern and northern California. Information in the CEC 2006 report regarding electricity usage and loss factors, as well as imported water quantities obtained from the urban water management plans, will be used to calculate indirect emissions from water importation to the County from the Colorado

River and from the SWP. Emissions calculations will be based on electricity emission factors and guidance from the CCAR General Reporting Protocol.

Task 4.1.1 Develop and Evaluate Best Management Practices for Energy-Water Conservation (Optional – Not included in Scope)

As an optional task (not included in scope/cost estimate) we could further develop and evaluate a series of Best Management Practices (BMPs) for energy-water conservation purposes. We propose to develop and apply these BMPs as site specific case studies to determine their effectiveness and feasibility at achieving the 20% water conservation goal. BMPs may include some of the 14 water conservation BMPs already developed by the California Urban Water Conservation Council and in use throughout the state. Results of this task could inform the County and local water purveyors of additional means of implementing their 2010 Urban Water Management Plans consistent with meeting GHG reduction strategies.

Task 4.2 On-Road Transportation

On-road transportation emissions for the County will be based on estimates of regional vehicle miles traveled (VMT) and speed class. DKS Associates (DKS) will act as a subconsultant to ICF to configure and run SCAG's travel demand model for different land use and transportation scenarios. Estimates of regional VMT by vehicle and speed class for each origin-destination (OD)
pair and scenario will be determined from the travel demand model. VMT estimates will then be aggregated as a daily total, with a weekday average. Unless otherwise requested, ICF will not consider the effects of congestion on emissions since this analysis would greatly increase the computational requirements. In addition, there are also methodological concerns about the accuracy of using EMFAC2007 to estimate the effects of congestion on emissions. Our approach to the calculation of on-road transportation emissions is divided in five sub-tasks:

1. Define land use scenarios;
2. Define transportation scenarios;
3. Develop VMT assessment methodology;
4. Setup and run TDM;
5. Calculate emissions.

Task 4.2.1 Define Land Use Scenarios

On-road emissions estimates for 2020 will be based on several VMT forecasts. These VMT forecasts will be developed based on potential scenarios for land use development patterns and the transportation network in San Bernardino County to 2020. We will work with SANBAG, SCAG and other local jurisdictions in San Bernardino County to define up to six scenarios to be tested. The six scenarios will be a combination of land use scenarios and transportation scenarios. Three potential sources for land use scenarios in San Bernardino are:

SCAG's 2008 RTP – SCAG's Long-Range Transportation Plan (RTP) contains a VMT forecast for San Bernardino County, which is based on an integrated growth forecast of population, employment, households, and housing units. The forecast was developed with input from state and federal sources, as well as input from local general plans. As part of this process, VMT forecasts including origin-destination pairs in San Bernardino County were developed. This data can be fed directly into emissions models. The 2008 RTP also included an alternative

"envision" scenario that focused on regional jobs-housing balance, but did not follow local plans in some areas and was not fully vetted during the RTP process.

SCAG's Conceptual Land Use Forecast – In response to forthcoming requirements from California's SB 375 legislation, SCAG has developed a conceptual land use scenario, which maintains county level growth forecasts from the 2008 RTP and maintains city level growth forecasts within 10%, but focuses growth in regional and local transit networks, and in high intensity areas as well as some vacant lower density areas. SCAG estimated that the conceptual land use scenario would reduce transportation CO2 emissions by 1.5 MMt below the 2008 RTP scenario in 2020. Data and maps are available on the SCAG website at the subregional level, showing changes in housing and employment by Traffic Analysis Zone (TAZ), as well as the location of specific development zones and transportation network improvements. These will be input to a travel demand model to develop origin-destination pairs for San Bernardino County.

Hybrid Land Use Forecast – A third development scenario for San Bernardino County could be developed based on additional input from local governments. This scenario would reconcile SCAG's Conceptual Land Use Forecast with likely revisions to General Plans. Local governments could review the assumptions in the Conceptual Forecast and determine whether and how they would modify their General Plans to be consistent with that forecast. This more fully vetted version of the Conceptual Forecast would then be input to a travel demand model to develop origin-destination pairs for San Bernardino County. We presume that any hybrid land use forecast would be developed by SANBAG and the cities and that ICF would not prepare this forecast.

4.2.2. Define Transportation Scenarios

The transportation scenarios will illustrate variation in highway and transit facilities and services, but will also incorporate trip and VMT reduction measures. We will work with SANBAG, SCAG, and SBRCP to define appropriate trip and VMT reduction measures to include in the transportation scenarios to be tested and to define how the team will evaluate the effectiveness of those measures. The measures to be considered will include measures that encourage mode shifts or increases in vehicle occupancy, measures that produce better traffic operations and measures that promote less environmentally harmful freight movement methods. We expect to identify activities consistent with previous projects and programs, the RTP and other relevant long-range transportation programs. Reductions of regional transportation emissions will be estimated for the activities defined by the stakeholder group listed above. Three potential sources for transportation scenarios in San Bernardino are:

SCAG's 2008 RTP – The 2008 RTP transportation network could be analyzed.

SCAG's Sustainable Communities Strategy – SCAG will be developing an alternative network to support the SCS. If this is developed in time to support this work, this network could be analyzed.

Alternative Transportation Network (not included in scope) – Alternatives to the 2008 RTP or the SCS could be analyzed as developed by SANBAG or the partnership cities. Given the level of analysis that might be necessary to modify the model to analyze such a network, this is not

included in this scope as it is difficult to quantify the level of effort necessary to modify the model for an as yet undefined transportation network.

4.2.3. Develop VMT Assessment Methodology

VMT will be calculated based on the number trips between O-D pairs and the distance of those trips. The distance between each O-D pair will be determined from the shortest time path through the congested network as determined in the final iteration of highway assignment. Distance corrections might be necessary for those trips with an origin or destination outside the region boundary, and for trips within the same municipality. The VMT estimates for each O-D pair will be allocated to specific municipalities based on a 50-50 split (i.e., VMT is allocated equally between origin and destination) unless SANBAG would like to use a different methodology. The use of the 50-50 split provides a balance between trip generators and trip attractors, and avoids the allocation of through trips to municipalities that are simply conduits for trips. As a result, it enables the evaluation of emission reduction strategies that might be targeted at individual municipalities.

The allocation of VMT by vehicle and speed class will be allocated to local jurisdictions by comparing a GIS layer of jurisdiction boundaries with the GIS description of the model TAZs. Travel data associated with origin or destination TAZs will be allocated to jurisdiction in proportion to the amount of area of each TAZ in a jurisdiction. DKS will also work with the other project participants to define an appropriate set of performance measures from the modeling process and a format for reporting those measures that best facilitate the development of GHG emissions estimates or other environmental performance measures.

4.2.4. Setup and Run TDM

DKS will acquire and use the SCAG model that was used in the development of the 2008 RTP update. DKS will prepare the SCAG TransCAD model for the baseline modeling of the six scenarios. Three of these have been defined previously, but a fourth could include alternative transportation facilities and services that can be represented in the SCAG model. DKS will prepare runs of the model for these four baseline scenarios and provide the appropriate output measures and defined in Task 4.2.1.

- Enter land use and transportation network inputs. DKS will work with the project team to define the land use and transportation inputs for each scenario. DKS will then apply the land use allocations and perform network coding as necessary, translating the scenario elements into TransCAD model inputs compatible with the SCAG networks, land use/socio-economic databases and TAZ structure.

- Run model for four initial scenarios. DKS will prepare model runs for each SCAG model time period (AM Peak, PM Peak, midday and night) for each scenario. Preliminary results of each scenario will be distributed for review by a Technical Advisory Committee and the scenarios will be refined if necessary. For any scenario that is modified, a final set of model runs will be produced.

- Provide VMT, VHT, speed data, trip characteristics, and other outputs for up to four scenarios (without VMT reduction strategies) summed by trip origin & destination TAZ and by jurisdiction. For the final set of model runs for each scenarios, DKS will produce the full set of performance measures agreed to in Task 4.2.1 (in the previous agreed format). The

selected measures of effectiveness (e.g., VMT, VHT and speed data) will be summed by trip origin and destination TAZ and summed by jurisdiction.

- Run two additional reduction scenarios to quantify VMT results. DKS will set up and run the TDM Effectiveness Evaluation Model (TEEM) for evaluation of the trip and VMT reduction measures. Preliminary results of each scenario will be distributed for review by a Technical Advisory Committee; the scenarios will be refined if necessary. For any scenario that is modified, a final set of model runs will be produced. For the final set of model runs for each scenario, DKS will produce the full set of performance measures agreed to in Task 4.2.1 and in the format agreed to.

4.2.5. Calculate Emissions and Reductions

We will use EMFAC2007 to calculate emissions from CO2 and CH4. EMFAC2007 does not currently estimate emissions of N2O. To evaluate the impact of the recently proposed national CAFE standards, we will adjust the emission factors for each model year of each vehicle type based on the default fuel efficiency in EMFAC2007 and the revised fuel efficiency from the new standards. We will consider a business as usual case in EMFAC2007 and the proposed national CAFE standards (which will be assumed to be equivalent to the AB 1493 scenario). We will use EMFAC2007's default vehicle age distribution to estimate composite emission factors by vehicle type, unless we are able to obtain more specific vehicle age distributions for the study region.

For many of the transportation reduction measures, it will be necessary to estimate the amount of VMT reduced in order to estimate the impact on GHG emissions. Some measures may require estimation of other parameters, such as a reduction in congestion or freight mode shift from truck to rail. ICF has recently conducted relevant analysis for the City of Los Angeles. We evaluated the net GHG emissions reduced from several types of transit services provided by the City, including the Commuter Express and the Downtown DASH, by estimating the automobile trips reduced by expanding these systems. Where appropriate, we will follow American Public Transportation Association's recently released "Recommended Practice for Quantifying Greenhouse Gas Emissions from Transit". We will calculate the emissions reduced by regional transit services. We will also adapt the protocol as needed to calculate emissions savings possible from specific transit measures. (The protocol is primarily intended to support the development of inventories.) Estimates will include the GHG impact of transit measures through mode shift, congestion reduction, and compact development, as appropriate. Ridership impacts of specific transit services should be provided by transit agencies. We will use DKS' TDM Effectiveness Evaluation Model (TEEM) to evaluate trip reduction for passenger travel for up to two transportation scenarios. TEEM uses baseline travel information by mode from a regional or countywide model to determine base mode shares by trip end. Changes in trip ends by mode that result from TDM strategies can be used to modify vehicle trip tables by time period. The modified trip tables can be used in new traffic assignments to estimate the impacts of the TDM programs of traffic flows on links in the network. TEEM is designed to evaluate the potential effectiveness of seventeen different TDM strategies by predicting changes in AM Peak vehicle trips, daily vehicle trips, VMT, and person throughput. Each of the seventeen strategies can be tested either individually or in combinations. TEEM uses effectiveness factors for TDM strategies that are derived from national research on TDM applications.

Task 4.3 Goods Movement

Goods movement is a significant source of GHG emissions in San Bernardino County. Southern California is the nation's largest gateway for international trade, and a large portion of containers imported through the Ports of Los Angeles and Long Beach pass through the County on trucks and trains. The County also has Southern California's largest concentration of warehousing activity, in the vicinity of Ontario Airport. Over the last 20 years, GHG emissions from goods movement have grown rapidly due to strong growth in freight demand coupled with relatively modest improvement in the fuel efficiency of trucks, locomotives, and other goods movement equipment.

Opportunities to reduce goods movement emissions in San Bernardino County are somewhat limited because of the long-distance nature of much of the traffic, limited jurisdictional authority over private freight carriers, and the strong link between goods movement and the regional economy. Nonetheless, a comprehensive climate change strategy should address the goods movement sector.

ICF will identify strategies for reducing goods movement GHG emissions and, to the extent possible, quantify the impact of these strategies on regional GHG emissions. Some of the most promising strategies are regional in nature, and therefore outside direct control of San Bernardino County city governments. For example, the Regional Transportation Plan includes a system of dedicated truck lanes for low emission trucks that might pass through San Bernardino County. Building off its Multi-County Goods Movement Action Plan, SCAG is currently developing a Comprehensive Regional Goods Movement Plan that will further evaluate options for major investment in goods movement corridors, including both truck lanes and freight rail system improvements. ICF is part of the consultant team developing this plan, so we will be able to make use of any interim products that assist in development GHG strategies. Other GHG reduction strategies for goods movement are more local in nature. For example, modifying loading/unloading practices at warehouses can help reduce truck idling emissions. Local governments can also take steps to encourage use of biodiesel and other low carbon fuels, not only by their municipal fleets but also by private fleets that operate in their borders. In some cases, roadway system efficiency improvements can reduce truck emissions, including elimination of railroad at-grade crossings and traffic flow improvements. There are also opportunities to reduce GHG emissions from goods movement equipment that operates within terminals and warehouses, including forklifts and the cargo handling equipment at rail yards. We will first develop a comprehensive list of goods movement emission reduction strategies, then discuss with the SBRCP which short list of strategies are worthy of inclusion. We will quantify the GHG benefits of the short list of strategies to the greatest extent possible, given data limitations. For example, it would be relatively easy to estimate GHG impacts from local strategies that reduce truck idling or VMT. Quantifying the GHG impacts of strategies that change truck or railroad speed and congestion levels would likely require regional network modeling, and could only be done if supported by SCAG or SANBAG modeling. For strategies that would be implemented at a large number of locations in the County, like warehouses, we would need to obtain additional data from SANBAG or SCAG on the number and size of warehouses and obtain detailed information from the SCAG truck model.

Task 4.4 Waste

Although many of the landfills in the County are owned and operated by the County government and by private entities, the waste deposited in these landfills is generated throughout the

County. To address both reductions that can be achieved at the landfill site as well as through individual practices, we will evaluate emissions from solid waste management for the region using two methods: 1) site-based emissions (e.g., direct emissions from a specific landfill regardless of where the waste originated) and 2) population-based emissions (e.g., indirect emissions associated with waste generated in the region, regardless of where that waste is disposed). We will avoid potential double counting issues by including only the direct or the indirect emissions in the final inventory results, although both emissions estimates may be included for informational purposes.

The site-based approach can identify landfills that may be candidates for methane flaring or capture. The population-based estimates can identify opportunities for regional or city-wide waste reduction measures through source reduction, recycling, or composting. In both methodologies, the first order decay equation presented in EPA's AP-42 guidance (U.S. EPA 1990) and implemented in the U.S. Inventory and EPA's State Inventory Tool can be applied. This type of equation calculates the emissions from waste disposal over a period of time.

Task 4.5 Industrial and Stationary Sources

Additional GHG emissions occur as a result of stationary fuel combustion from industrial and other activities. Stationary combustion sources are non-mobile sources emitting GHGs from fuel combustion. Typical stationary sources include power plants manufacturing facilities (including natural gas combustion for heating purposes). We will estimate GHG emissions from fuel consumption according to California Climate Action Registry (CCAR) protocol, and CARB, EPA, or IPCC where appropriate. Since these stationary sources are typically not under the control of individual cities, we will evaluate emissions and potential reduction measures at the regional level. It is likely that the majority of the emission reductions for this sector will be attributed to state regulations.

ICF has previously obtained stationary fuel consumption data from the SCAQMD for the entire County and its unincorporated areas, so there will little additional effort needed for this sector's data at a regional scale. However, obtaining this data by end-use sector for individual cities can be challenging. In Task 5.1, we will coordinate with the appropriate data providers to determine the best methodology for scaling this fuel consumption data by city. We can estimate fuel consumption for each city by distributing by population, residential/commercial/industrial square footage, residential/commercial/industrial electricity or natural gas consumption, or other appropriate methodologies.

Task 4.6 Building Energy

An important source of city GHG emissions is indirect emissions from electricity consumption. Indirect emissions from electricity consumption occur as a result of combustion of fossil fuels at power plants for electricity production. To estimate the emissions related to electricity and natural gas consumption for each city, we will contact the utilities which provide electricity and natural gas to the areas within the boundary of each city. We will request electricity and natural gas consumption by end-use sector (i.e., residential, commercial, industrial, and institutional). Electricity providers in San Bernardino County include Southern California Edison, the City of Colton, Bear Valley Electric, and the City of Needles. Natural gas providers include Southwest Gas Corporation and the Southern California Gas Company. We have previously obtained electricity and natural gas consumption data from these utilities

and have coordinated with their data collection efforts for preparation of the San Bernardino County GHG Inventory Report and GHG Emission Reduction Plan. We will estimate GHG emissions from electricity and natural gas according to the CCAR protocol. We will use utility-specific electricity and natural gas emission factors where applicable, and region-specific emission factors in all other cases.

Task 5. Analysis and Greenhouse Gas Baseline Development for City External Inventories

ICF will draw from its extensive experience in developing local, regional, state, and national GHG inventories to develop complete and accurate GHG inventories for each jurisdiction that utilize the best available data and are consistent with the latest inventory methodologies and protocols. ICF has a large team of experts representing all major GHG inventory sources, including stationary and mobile energy consumption, agriculture, industrial processes, solid waste and wastewater management, and land use, and land use change and forestry. We are experts in developing spreadsheets uniquely suited to the San Bernardino County cities' needs. Our experience in this arena and our reputation for developing transparent, user-friendly, Excel-based tools will allow us to efficiently produce an accurate, useful product that will provide value not only for the current year's inventory, but will also support projecting emissions for 2020. We are also familiar with and have applied protocols from ICLEI, EPA, the CCAR General Reporting Protocol, the Climate Registry (TCR), the CARB Local Government Operations Protocol, IPCC methodologies, and other sources in our work for clients in California.

ICF's past work developing the EPA's Excel-based State Inventory Tool, the annual EPA Inventory of U.S. GHG Emissions and Sinks, and numerous other local, state, and regional inventories and adaptation analysis enables us to draw from a wide array of spreadsheets that have already been developed with the calculations and factors necessary for the County's needs. Several of these products—the State Inventory Tool, the EPA's Climate Leadership in Public Places, and EPA's Climate Change Emission Calculator Kit (Climate CHECK)—are GHG inventory tools specifically designed to be user friendly, transparent, and simple to add data to in future years.

Throughout the inventory development, ICF will coordinate with the SBRCP to discuss inventory progress, discuss issues that emerge during the process, and make decisions when needed. Following receipt of the SBRCP's comments on the draft inventories, ICF will submit final inventories to each jurisdiction.

Our presumption is that the current year inventory will require a detailed level of disaggregation so as to support estimates of the emission reduction potential of individual measures. While developing the current year inventory for each city, ICF will collect relevant data on energy use and other GHG-emitting sources relevant to the city external inventories.
The scope for this task includes one meeting to discuss the draft External Inventory Report with SBRCP in which two key representatives from the ICF team will attend in person. Additional in person meetings are presumed to be outside of the scope of this task.

Task 5.1 External Inventories

Complete the necessary data acquisition and analysis to finish the External GHG Inventories for each city for the current year according to the detailed scope agreed to in Task 2.5 for activities

relevant to each city's inventory that are not already evaluated as regional emissions in Task 4. Scale the regional emissions sources (i.e., water, transportation, goods movement, waste, and stationary fuel combustion) to the city-level, as appropriate for each sector, so that these sources can be integrated into the individual city External GHG Reduction Plans. After identifying any gaps in data availability, ICF will work with SBRCP to determine if any gaps can be filled by the cities' data. For missing data, ICF will likely recommend the use of historical census data, economic reports, and state-level activity data. ICF will submit a memo to the SBRCP identifying the missing data and proposing a methodology for estimating these missing data.

Task 5.2 "Business-as-Usual" Projections

Once the draft current year inventories are complete, we will produce the necessary "businesses- usual" projections of external emissions for 2020. Using the current year emissions inventories, land use types, and population growth estimates provided by the cities, County, SCAG, and/or the State Department of Finance, ICF will prepare projected inventories for 2020 for external sources in each of the jurisdictions. ICF will work with each city to identify the most plausible "business-as-usual" activity projections. ICF is currently working on similar projects for San Bernardino County and the DVRPC. In these cases, ICF is using traffic projections from DVRPC's and SCAG's regional transportation plan, as well as DVRPC's and SCAG's population, housing, and economic projections to estimate future activities. We are also drawing from state and national projections on energy use and other key trends. ICF has also developed a module as part of the EPA's State Inventory Tool that helps states forecast future emissions to 2020 based on national projections and historical trends.

ICF will review the forecasted data available from the San Bernardino County cities and the methods used in other forecasting efforts. We will then outline an approach for forecasting and present those to the SBRCP. After discussing this approach with the SBRCP, ICF will proceed with the calculation of forecasted emissions using the same methodologies employed in the current year inventory. ICF will submit draft 2020 inventory forecasts to SBRCP, and following receipt of the SBRCP's comments on the draft inventories, ICF will submit a final forecast for 2020. Projected GHG emissions inventories will be for "business-as-usual" projections without any reduction measures in place.

Task 5.3 Produce Draft External Inventory Report

This task will involve combining the results of Tasks 5.1, 5.2, and 5.3 into the combined External Inventory Report for all cities and delivering it to the SBRCP for review.

Task 5.4 Revise External Inventory Report

Revise the draft External Inventory Report according to client review and circulate for SBRCP review.

Task 5.5 Produce Final External Inventory Report

This task includes incorporating a final round of revisions responding to the SBRCP reviews and any other feedback provided.

Task 6. Development of City External GHG Reduction Goals and Strategies

To develop each city's External GHG Reduction Plans, it is first necessary to generate a projection of emissions in the target year (i.e., 2020) that is sufficiently disaggregated to support

the quantification of emission reduction measures that typically act only on a particular sector or end use. Existing and proposed emission reduction measures are then analyzed for their impact on emissions in 2020 and a portfolio is developed that meets the target of bringing emissions back down to identified reduction goal. We break down reduction measures into the following categories:

- Federal measures;
- State/regional measures;
- Local measures; and
- Unquantifiable measures or measures under the jurisdiction of third parties (such as water districts).

By virtue of its direct control over internal operations, a city can more easily take the necessary actions and make the necessary investments to reduce emissions from its internal operations. Decisions to retrofit the local government's building stock, to convert the vehicle fleet to more efficient and cleaner vehicles, or to install LED traffic lights, etc., can be made internally. Most often the investments are cost effective, make good business sense for the local authority, and the most significant barrier to implementation is simply identifying the opportunities and overcoming the "first cost" required to achieve the longer term savings.

In contrast, the level of GHG emissions from external sources is the result of myriad factors over which the city often has only partial control or influence. Preparing an external emissions reduction plan requires approximations and estimates of energy use and emissions at the community-wide level. Energy consumption data may not be available in a format that corresponds to local jurisdictional boundaries, and in the case of transportation emissions the problem is compounded by the fact that emissions result from traffic volumes and patterns, which are typically best understood and analyzed at a metropolitan region level. While we set out our general approach to this work here, every local application of the method is different. The scope for this task includes two meetings with SBRCP to review the draft External Reduction Plan, at each of which two key representatives from the ICF team will attend in person. Additional in person meetings requiring ICF travel are presumed to be outside of the scope of this task.

Task 6.1 External GHG Reductions

Measures will be identified that can be taken by the individual jurisdictions in the SBRCP for reducing emissions that are within the scope of each city's External Reduction Plan. Measures suggested by city staff will be supplemented by ICF's own database and experience in developing GHG reduction strategies for governments of all levels. Emissions reduction measures for regional sources will be included, as appropriate, scaled to the city-level as determined in Task 1.4.

Task 6.2 Administrative Draft GHG Emission Reduction Plan

A draft External GHG Reduction Plan will be developed that includes the individual External GHG Reduction Plans for each city.

Task 6.3 Draft External GHG Emission Reduction Plan

Revisions to the administrative draft document will be made as required in response to the reviews in Task 6.2.

Task 6.4 Final External GHG Emission Reduction Plan

Once all comments have been received, ICF will prepare the final External GHG Reduction Plan, incorporating all mitigation measures and pertinent comments received.

Task 7. Evaluation of GHG Reduction Strategy Feasibility and Cost Effectiveness

ICF will initiate this task by analyzing each of the recommendations from the External GHG Reduction Plans with regards to their implementation potential. We can provide an evaluation of the potential for implementing the proposed actions, including the forecast of maximum likely penetration rates or scenarios among target sectors. We can also identify potential bottlenecks that inhibit additional penetration of an action in a sector. This is especially important given the current economic recession. As a result, ICF will consider the implementation timing of policies and programs that exert, or could exert, additional fiscal pressure on the government or the private sector.

The scope for this task does not include any in person meetings with SBRCP. Any in person meetings for this task that require ICF travel are presumed to be outside of the scope of this task.

Task 7.1. Identify Societal Costs/Benefits of Climate Action Measures

ICF will first identify the societal benefits and costs of a sample of prioritized climate action measures. Costs that will be considered include those related to: regulations, industry compliance, social welfare, and other indirect. In cases where measurements of impacts are not available, we will evaluate the benefits and costs qualitatively. In most cases, we will be able to calculate the net present value, which is the difference between the discounted stream of benefits and costs. For an appropriate economic assessment, we will need to subtract fiscal effects (such as taxes, subsidies, and duties) because these constitute a transfer and not use of resources. Whenever applicable, ICF calculations will account for fuel savings and energy savings benefits (i.e., cost savings) associated with the climate action measure. Finally, we will conduct sensitivity analyses, including a presentation of upper and lower bounds of the benefits and costs using different assumptions for the measure evaluated.

A benefit of climate change mitigation is the associated environmental improvement and other "non-market" impacts such as health benefits, reduction of air pollutants, and habitat improvements. ICF economists are experts at estimating the monetary value of goods and services that are not bought or sold in a market. Due to this lack of market activity, no information exists on the true social value of these goods and services. We frequently use nonmarket methodologies, including hedonic pricing, benefits transfer, and avoided cost to evaluate policies that affect environmental goods and services. We also evaluate the value created by new "green" jobs, as well as the impacts on certain industries from the shifting job market.

ICF staff is up to date on the most recent benefit transfer methods and studies as they relate to climate change. Benefit transfer refers to the practice of taking the monetary benefits that were estimated by non-market valuation methods for a particular environmental resource and applying them to a different resource. In a study for the EPA, ICF used its expertise in nonmarket valuation to create a database for the state-of-the-art benefit transfer methodology. The database ICF created for the EPA reviewed and summarized the most prominent benefit

transfer studies that had recently appeared in peer-reviewed journals, books, and private-sector studies.

Task 7.2. Develop Impact Model

As part of this task, ICF will create a model that illustrates expected impacts associated with various climate action measures, as determined in Task 7.1. This model will include both qualitative and quantitative elements and can be used by the SBRCP to articulate the expected costs and benefits associated with each climate action measure.

Whenever possible, ICF will present quantitative impacts and we will develop a spread sheet based calculator that will allow the SBRCP to evaluate the expected impacts. The calculator will use cost savings estimates and job creation multipliers as well as any other quantifiable costbenefit ratio data from the previous task. The calculator will accept user inputs related to type of project and amount of funding and will then estimate the generated employment and other associated costs/benefits.

AGENCY REPORTS

Governments
SANBAG
Working Together

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TRANSPORTATION MEASURE I

- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

JANUARY COMMUTER RAIL REPORT

1. PATRONAGE

San Bernardino Line:
Patronage on the San Bernardino Line decreased 3% compared to last month and was down 15% from the same month last year. Preliminary December data is lower than November with a current average of 11,345 passenger trips per weekday.

San Bernardino Line Saturday patronage was also down (-15%) from last month. In addition, November 2009 was almost 11% slower than November 2008. December data-to-date shows even lower ridership than November, currently at 2,944 passenger trips per Saturday.

Sunday ridership showed a 3% increase from last month and a slight (1%) increase from the same month a year ago. As of mid-December, average Sunday ridership is down considerably from November with a current average of 1,913 passenger trips per Sunday.

Riverside-Ontario-Los Angeles Line:
November average daily ridership on the Riverside Line increased almost 2% from last month but dropped almost 2% in a year-to-year comparison. A preview look at December data shows a slight (1%) increase in patronage with a current average of 5,386 passenger trips per weekday.

Inland Empire-Orange County (IEOC) Line:
Ridership on the IEOC Line decreased 3% from October and also fell almost 14% from the same month last year. At this point, December ridership is down almost 2% from November with the current daily average at 4,004 passenger trips per weekday.

Total System:
System wide, average daily ridership dropped more than 2% from October 2009. November 2009 was 12% slower than November 2008. Early data for December suggests a further month-to-month decrease in patronage with a current average of 39,936 passenger trips per weekday.

Table 1

Average Weekday Daily Ridership*

	San Bernardino	Riverside	IEOC	Systemwide
November 2009	11,700	5,319	4,070	40,813
November 2008	13,757	5,407	4,717	46,434
% Change	- 15.0%	- 1.6%	- 13.7%	- 12.1%

* Adjusted for Holidays

Table 2

Average Weekend Ridership

	San Bernardino Saturday	San Bernardino Sunday
November 2009	3,231	2,548
November 2008	3,618	2,518
% Change	- 10.7%	+ 1.2%

2. **ON-TIME PERFORMANCE (arrival within 5 minutes of scheduled time)**

San Bernardino Line:
On-time performance for the San Bernardino Line improved from October to November. Inbound trains picked up six percentage points to perform on schedule 93% of the time. Outbound trains gained four points, from 87% on time in October to 91% on time in November. Mechanical difficulties and "other" operations issues each accounted for about 30% of the seventy reported delays.

Riverside-Ontario-Los Angeles Line:
On-time performance results were mixed for the Riverside Line from October to November. Outbound trains improved from 96% to 97% on time, but inbound trains dropped two points to finish November on schedule 96% of the time. "Other" operations issues caused five of the nine reported delays.

Inland Empire-Orange County (IEOC) Line:
November on-time performance for the IEOC Line improved compared to October. Northbound trains gained four percentage points to finish November on time 89% of the time. Southbound trains showed considerable improvement in on-time performance, from 82% on time in October to 97% on time in November. Of the thirty reported delays, seven were caused by dispatching and another six were due to improvements/construction.

Table 3

On Time Performance

% of weekday trains arriving w/in 5 min of scheduled time

(November 2009 vs. November 2008)

	San Bernardino		Riverside		IEOC	
	In	Out	In	Out	So	No
November 2009	93%	91%	96%	97%	97%	89%
November 2008	95%	95%	99%	95%	92%	91%

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

December 9, 2009

To: Mayors and Councilmembers

From: Dennis R. Yates, Mayor/City of Chino
Cities of San Bernardino County
Vice Chairman, South Coast AQMD

Attached are the agenda items and the outcome of the December 4, 2009, AQMD Governing Board meeting, and a preview of the item for discussion at the January 8, 2010 meeting.

PUBLIC HEARING ITEMS AT THE DECEMBER 4, 2009 BOARD MEETING

Amend Rule 317 – Clean Air Act Non-Attainment Fees
(Continued to January 8, 2010 Board meeting)
The public hearing for the proposed amended rule was continued to the July Board meeting. The newly proposed amendments incorporate provisions for an alternative baseline for calculating the applicable Clean Air Act Non-Attainment fees as requested by the Board at the April 2009 public hearing.

Adopt Proposed Rule 1155 – Particulate Matter Control Devices
(Continued from November 6, 2009 Board meeting)
Proposed Rule 1155 will implement 2007 AQMP Control Measure BCM-01 by establishing requirements for PM control devices that will ensure their proper maintenance and operation.

Votes: 12 Yes; 0 No; 1 Absent

Amend Rule 1112.1 – Emissions of Particulate Matter and Carbon Monoxide from Cement Kilns
The proposed amendment intends to address the occasional concentration spikes of CO, an attainment pollutant, resulting from the mandated reduction in NOx emissions from cement kilns. The proposal will provide compliance flexibility by recognizing the environmental benefit of reducing NOx, a precursor to non-attainment pollutants of ozone and particulates, while ensuring the CO emissions do not significantly impact air quality.

Votes: 11 Yes; 0 No; 2 Absent

Amend Rule 1145 – Plastic, Rubber, Leather and Glass Coatings
The proposed amendment would, in part, implement control measure MCS-07—Application of All Feasible Measures of the 2007 AQMP by aligning the current VOC limit for the multi-color category with the VOC limit recommended in U.S. EPA Control Techniques Guidelines. A new coating category is recommended for addition to the table of standards for coating glass panels used in refrigerated glass door assemblies. Other minor clarifications and corrections (e.g., numbering) are also proposed.

Votes: 10 Yes; 0 No; 3 Absent

PUBLIC HEARINGS SET FOR JANUARY 8, 2010 BOARD MEETING

Repeal of Rule 1315 and Rule 1309.1 as Amended on August 3, 2007 and Decertification of CEQA Document
This action is to comply with an order of the Superior Court requiring AQMD to set aside its approvals of Rule 1315 and the August 3, 2007 amendments of Rule 1309.1 and the associated Program Environmental Assessment.

Clean Transportation
Funding from the MSRC
Mobile Source Air Pollution Reduction Review Committee

REPORT: Mobile Source Air Pollution Reduction Review Committee

FROM: Gwenn Norton-Perry, SANBAG Representative to the MSRC

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's meeting on November 19, 2009. The MSRC canceled their December 17, 2009 meeting. Their next scheduled meeting is January 21, 2010 at 2:00 p.m. in Conference Room CC8.

2010 Meeting Schedule
At its November 19, 2009 meeting, the MSRC adopted its 2010 meeting schedule. The MSRC will continue to meet on the third Thursday of every month at 2:00 p.m. and its Technical Advisory Committee will continue to meet on the first Thursday of every month at 1:30 p.m. Both meetings are typically conducted in Room CC8.

FY 2009-10 AB 2766 Discretionary Fund Work Program
At its November 19, 2009 meeting, the MSRC approved three solicitations as part of its FY 2009-10 Work Program.

1. Alternative Fuel Infrastructure RFP #P2010-15 ($3.15M) – Eligible fuels would include CNG, LNG, L/CNG, hydrogen, and hydrogen/natural gas blends; funding would provide up to 50% of project costs with a cap of $500,000 for multiple fuel stations or 24/7 public access; $400,000 for new single-fuel stations; and $300,000 for upgrades of existing stations while funding for maintenance facility modifications would not be eligible this cycle. The RFP will be open from December 4, 2009 through February 9, 2010; a bidders' conference is scheduled Wednesday, January 6, 2010, at 10:30 a.m. in Room CC6.
2. Alternative Fuel 0.2 Gram NO_x Heavy-Duty Vehicles Program Announcement #PA2010-05 ($2.35M) – Two-tiered incentive structure, providing $50,000 maximum for displacement of greater than 10-liter engines; $35,000 maximum, for 10-liter or less engines; only non-FEL (family emissions level) engines would be eligible because funding FEL engines could potentially assist fleets with regulatory compliance. Funding will be distributed on a first-come, first-served basis with a geographic per county minimum of $300,000. The PA will be open from December 4, 2009 through January 19, 2010.
3. Tele-Work Toolkit & Demonstration Program Opportunity Notice #PON2010-01 ($150,000) – Solicit concepts for conducting a multi-year tele-work demonstration program. Ultimately, the MSRC would contract with a consultant firm, which would identify a handful of employers for participation in the demonstration program, research

and identify why tele-work programs are not widely accepted by management as a cost-savings measure and then identify ways to breakdown those barriers, and finally build a toolkit to assist employers to independently conduct successful tele-work programs. The PON will be open from December 4, 2009 through January 26, 2010.

The AQMD Board will consider issuance of the above solicitations at its December 4, 2009 meeting.

Outreach on the Online Social Network Facebook
The MSRC contracts with The Better World Group as its Community Outreach Coordinator and this contract includes funding for additional tasks to be identified and administered through task orders. At its November 19, 2009 meeting the MSRC approved a task order not to exceed $7,500 for The Better World Group to set up a Facebook account for the MSRC and submit weekly postings. Since the funding is already in the existing contract approved by the MSRC and AQMD Board, approval by the MSRC is sufficient to issue the task order and proceed with the task. The MSRC will evaluate the viability of this online social networking tool after six months of application.

Received and Approved Final Reports
The MSRC received and approved one final report for Disneyland Resort Contract #MS08075, which provided $200,000 to upgrade a CNG station. All final reports are filed in the AQMD's library and a two-page summary of each closed project can be viewed in the electronic library on the MSRC's website at http://www.cleantransportationfunding.org.

Contract Modification Requests
At its November 19, 2009 meetings, the MSRC considered contract modification requests and took the following unanimous actions:

1. For City of Commerce Contract #MS06013, which provides $350,000 to construct a new L/CNG station, approval of a one-year no-cost contractual term extension;
2. For ABC Unified School District #MS08079, which provides $50,000 to modify their maintenance facility to accommodate natural gas vehicles; and
3. For A-Z Bus Sales Contract #MS09002, which currently provides $1,600,000 for alternative fuel school bus incentives, a contract increase of $60,000 for one CNG school bus incentive for Mt. Baldy Joint Unified School District. This item will be considered by the AQMD Board on December 4, 2009, as part of the MSRC's FY 2008-09 Work Program.

Contracts Administrator's Report
The MSRC's AB 2766 Contracts Administrator provides a written status report on all open contracts from FY 2002-03 through the present.

ADDITIONAL INFORMATION

SANBAG Representatives on SCAG Committees

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:00 noon)	POLICY COMMITTEES (RC Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TCC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation and Communications
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa)	P. Gilbreath			P. Gilbreath
District 7 (San Bernardino, Highland)	L. McCallon	L. McCallon		
District 8 (Rialto, Fontana)	D. Robertson	D. Robertson		
District 9 (Rancho Cucamonga, Upland, Montclair)	P. Eaton		P. Eaton	
District 10 (Chino, Chino Hills, Ontario)	G. Duncan			G. Duncan
District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley)	B. Jahn	B. Jahn		
District 65 (Adelanto, Apple Valley, Hesperia, Victorville)	G. Coleman			
San Bernardino County	G. Ovitt			G. Ovitt
SANBAG Acting as County Transportation Commission	K. Chastain			K. Chastain
SANBAG Subregional Appointees*		B. Cortes	Vacant (J. Harrison)	Vacant (P. Leon)
		G. Norton-Perry	E. Scott	J. Pomierski
		Vacant (J. Mitchell)		

*One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SANBAG has a total of seven subregional appointees to the policy committees.

Rules of Appointment

1. SANBAG policy stipulates that all SANBAG appointees be SANBAG Board Members.
2. SCAG President appoints Regional Council members to Standing and Policy Committees.

Terms of Appointment

Terms of appointment for Regional Council members representing odd numbered districts expire immediately following the SCAG General Assembly in April of odd numbered years. Terms of appointment for Regional Council members representing even numbered districts expire immediately following the SCAG General Assembly in May of even numbered years. SANBAG appointments to SCAG Policy Committees are for a term from May through the next regular SCAG general assembly of the following year.

Stipend

SCAG provides Regional Council members $100 per day for a maximum of four meetings per month, plus mileage. A stipend for the fifth meeting per month may be received on approval by SCAG's Executive Director. SCAG also provides subregional appointees representing SANBAG on SCAG Policy Committees $70 per meeting.

Meeting Information

The regular meetings of SCAG Regional Council, Standing Committees, and Policy Committees are on the first Thursday of each month at the SCAG Offices located at 818 W. Seventh Street, Los Angeles: 10:00 a.m., Policy Committees 12:00 noon, Regional Council

Policy Committees

Community, Economic, and Human Development: Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

Energy and Environment: Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation,

Transportation and Communications: Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

SANBAG Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Administrative Committee Membership consists of 12 SANBAG Board Members: SANBAG President, Vice President, and Immediate Past President 3 East Valley (2 City, 1 County) 3 West Valley (2 City, 1 County) 3 Mt/Desert (2 City, 1 County) City members shall be SANBAG Board Members elected by caucus of city SANBAG Board Members within the subarea. Supervisors collectively select their representatives. The SANBAG Vice President shall serve as Chair of the Administrative Committee.	Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. Committee has authority to approve contracts of up to $25,000 with Board of Directors ratification to follow.	Brad Mitzelfelt, Supervisor, Vice President (Chair) Paul Eaton, Montclair, President (Vice Chair) Gary Ovitt, Supervisor, Past President Paul Biane, Supervisor Neil Derry, Supervisor Pat Gilbreath, Grand Terrace Josie Gonzales, Supervisor Mike Leonard, Hesperia Pat Morris, San Bernardino Gwenn Norton-Perry, Chino Hills Rick Roelle, Apple Valley Dennis Yates, Chino	6/30/2010 6/30/2010 6/30/2010 12/31/2009 12/31/2009 12/31/2010 12/31/2009 12/31/2010 12/31/2009 12/31/2009 12/31/2009 12/31/2010
Commuter Rail & Transit Committee Membership consists of 11 SANBAG Board Members: 9 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members. 2 Mountain/Desert Board Members who serve on the Board of a Mountain/Desert transit agency. SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SANBAG Board. Other members are appointed by the SANBAG President for 2-year terms.	Provides policy guidance and recommendations to the SANBAG Board of Directors and Southern California Regional Rail Authority (SCRRA) delegates with respect to commuter rail and transit service. * SCRRA Primary Member ** SCRRA Alternate Member	Pat Gilbreath, Redlands** (Chair) Pat Morris, San Bernardino* (Vice Chair) Kelly Chastain, Colton Bea Cortes, Grand Terrace Neil Derry, Supervisor Paul Eaton, Montclair* Bill Jahn, Big Bear Lake Mike Leonard, Hesperia Larry McCallon, Highland John Pomierski, Upland Diane Williams, Rancho Cucamonga**	Indeterminate (6/30/2010) Indeterminate (6/30/2010) 12/31/2009 12/31/2010 12/31/2010 Indeterminate 10/31/2011 10/31/2011 12/31/2010 12/31/2009 Indeterminate
Mountain/Desert Committee Membership consists of 11 SANBAG Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First and Third Districts.	Provides ongoing policy level oversight related to the full array of SANBAG responsibilities as they pertain specifically to the Mountain/Desert subregion. The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.	Bill Jahn, Big Bear Lake (Chair) Mike Leonard, Hesperia (Vice Chair) Neil Derry, Supervisor Jim Harris, Twentynine Palms Ryan McEachron, Victorville Julie McIntyre, Barstow Brad Mitzelfelt, Supervisor William Neeb, Yucca Valley Trinidad Perez, Adelanto Rick Roelle, Apple Valley Jeff Williams, Needles	Indeterminate (6/30/2010) Indeterminate (6/30/2010) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate

SANBAG Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Major Projects Committee Membership consists of 19 SANBAG Board Members from jurisdictions in the Valley and County Supervisors representing areas in the Valley.	Provides policy guidance and recommendations to the Board of Directors on issues related to the Measure I Major Projects in the Valley.	John Pomierski, Upland (Chair) Bea Cortes, Grand Terrace (Vice Chair) Paul Biane, Supervisor Kelly Chastain, Colton Neil Derry, Supervisor Paul Eaton, Montclair Pat Gilbreath, Redlands Josie Gonzales, Supervisor Larry McCallon, Highland Patrick Morris, San Bernardino Gwenn Norton-Perry, Chino Hills Mark Nuaimi, Fontana Gary Ovitt, Supervisor Richard Riddell, Yucaipa Rhodes "Dusty" Rigsby, Loma Linda Ed Scott, Rialto Alan Wapner, Ontario Diane Williams, Rancho Cucamonga Dennis Yates, Chino	Indeterminate (6/30/2010) Indeterminate (6/30/2010) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate
Plans & Programs Committee Membership consists of 14 Board Members: three city SANBAG Board Members from each of the West Valley, East Valley, and Mountain/Desert subregions and all County Supervisors. City members shall be elected by caucus of city SANBAG Board Members within the subarea.	Provides ongoing policy level oversight for: (1) State and federal funding and programming requirements and related actions; (2) Congestion Management Program, Comprehensive Transportation Plan, and input into the Regional Transportation Plans; and (3) Transit, Call Box, Rideshare, and Freeway Service Patrol programs. Committee has authority to approve contracts of up to $25,000 with notification to Board of Directors	Larry McCallon , Highland (Chair) Bill Jahn, Big Bear Lake (Vice Chair) Paul Biane, Supervisor Bea Cortes, Grand Terrace Neil Derry, Supervisor Paul Eaton, Montclair Josie Gonzales, Supervisor Brad Mitzelfelt, Supervisor William Neeb, Yucca Valley Mark Nuaimi, Fontana Gary Ovitt, Supervisor Richard Riddell, Yucaipa Rick Roelle, Apple Valley Diane Williams, Rancho Cucamonga	12/31/2010 (6/30/2010) 12/31/2009 (6/30/2010) Indeterminate 12/31/2009 Indeterminate 12/31/2010 Indeterminate Indeterminate 12/31/2010 12/31/2009 Indeterminate 12/31/2010 12/31/2010 12/31/2009

Policy Committee Meeting Times

Administrative Committee	Second Wednesday, 9:00 a.m., SANBAG Offices
Commuter Rail & Transit Committee	Third Thursday every other month following the SANBAG Board meeting (Odd Months), 12:00 noon, SANBAG Offices
Major Projects Committee	Second Thursday following the SANBAG Board meeting, 9:00 a.m., SANBAG Offices
Mountain/Desert Committee	Third Friday, 9:00 a.m., Apple Valley
Plans & Programs Committee	Third Wednesday, 12:00 noon, SANBAG Offices

SANBAG Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
Audit Subcommittee of the Administrative Committee In November 2008, the Board approved the creation of an Audit Subcommittee of the Administrative Committee to strengthen the financial oversight function of the Board. Additional SANBAG Board Members may be appointed annually at the discretion of the Board President.	The responsibilities of the Audit Subcommittee shall be to: • Provide a direct contact between the independent auditor and the Board of Directors before, during and after the annual audit. • Work with the auditor and SANBAG staff on reviewing and implementing practices and controls identified in the annual audit.	Audit Subcommittee (for FY 2008-2009 Audit) - SANBAG President – Paul Eaton, Montclair - Vice President – Brad Mitzelfelt, Supervisor - Immediate Past President – Gary Ovitt, Supervisor - Presidential Appointment – Pat Gilbreath, Redlands
Ad Hoc Committee to Review Council of Government Roles In June 2006, the SANBAG President appointed the committee.	Reviews SANBAG activities and Board Member requests related to SANBAG's role as a Council of Governments.	Kelly Chastain, Colton (Chair) Dennis Hansberger, SBCO, representing East Valley and Mountain/Desert Josie Gonzales, SBCO, representing the East Valley John Pomierski, Upland, representing West Valley and recognizing his position as Major Projects Committee Chair Pat Morris, San Bernardino, representing the East Valley Paul Eaton, Montclair, representing the West Valley and recognizing his position as Plans & Programs Committee Chair Vacant - Jim Lindley, Hesperia, representing Mountain/Desert and recognizing his position as Mountain/Desert Committee Vice Chair.
Ad Hoc Committee on Litigation with San Bernardino County Flood Control District In January 2007, the SANBAG President was authorized to appoint an ad hoc review committee of SANBAG Board Members who do not represent local jurisdictions party to the San Bernardino County Flood Control District vs. SANBAG litigation relative to the Colonies Development. In April 2008, the role of this committee was expanded to include the Cactus Basin litigation.	Reviews and provides guidance on litigation with San Bernardino County Flood Control District regarding the Colonies Development and the Cactus Basin in Rialto.	Pat Morris, San Bernardino, Chair Mark Nuaimi, Fontana Pat Gilbreath, Redlands Richard Riddell, Yucaipa Larry McCallon, Highland

SANBAG Ad Hoc Committees (cont.)

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Ad Hoc Committee on Consolidated Transportation Services Agency This new Ad Hoc Steering Committee was approved by the Board of Directors on December 2, 2009. The SANBAG President has appointed seven members to the newly created committee.	Makes recommendations to the Commuter Rail and Transit Committee and Board of Directors on designation of a Consolidated Transportation Services Agency for the San Bernardino Valley to coordinate the delivery of transportation services to seniors, disabled persons and persons of low income.	Paul Eaton, Montclair Gary Ovitt, Supervisor Josie Gonzales, Supervisor Pat Morris, San Bernardino Kelly Chastain, Colton Dennis Yates, Chino Richard Riddell, Yucaipa	On or before 12/31/2010

SANBAG Acronym List

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments

Governments
SANBAG
Working Together

MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning

- Develop an accessible, efficient, multi-modal transportation system

- Strengthen economic development efforts

- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996